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THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.
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BOSTON, 6 NOV., 1885.

Volume XII.
Number 1.

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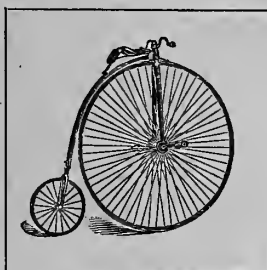
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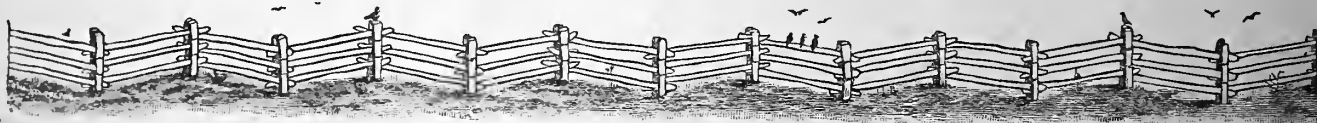
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 6 NOV., 1885.

Safety Machines.

SAFETY bicycling has not flourished in this country as much as it was expected to in the spring, when the novelty of the thing was the drawing card, and what superinduced quite a number of sales. Many of the so-called safeties have been found decidedly defective in every essential, and have been a libel to the name they bore. In fact, diminutiveness was their only apparent claim to safety, and this proved a hollow mockery. This we pointed out at the beginning of the season, and more than once called attention to what has since been generally acceded to, that a mere reduction in the size of wheels does not produce a safe

machine. Many dealers thought differently, or else sought to foist upon the public machines that were not what was claimed they were, or, to put it more charitably, were ready to fill orders for what was clearly defective. We have often been in advance of the times, and though not always infallible in our opinions, do claim for the WORLD that it has generally started right, or very soon seen the error of its ways, and quickly redeemed itself by giving its readers sound advice. Quite a number of years ago we strongly advised the maker of a certain tricycle to increase the size of his steering wheel, but he was content to follow the then prevailing fashion, and a 16-inch caster thumped along in advance of all his machines for some time. He now tacitly admits that we were right, by putting in a fairly large steering wheel. We might, but do not wish to be open to the charge of unbecoming egotism, point out several instances where we have taken the initiative in offering suggestions which were subsequently very generally adopted. So when we say that we believe in the future of safety bicycles in this country, we hope our readers will not cavil at us prematurely, but be content to await the development which must come in this class of cycle, and will insure its success and permanency. We believe, moreover, that the trade will find it materially to its advantage to push safeties into more general use, and that any energies expended in bringing out the undoubted good in them, will bring back a fair percentage of profit. Besides the actual monetary return from the sale of a considerable number of these machines, it will open an outlet for a market if anything too well stocked with ordinaries. It is not so very long ago that the tricycle was poohpoohed at, and to-day we can name men who were its strongest enemies, and the most cutting in their ridicule of those who were braving public opinion to introduce it, who are rarely seen on a two-wheeler. So the failure of the public to take up with general avidity safety cycles need not discourage any dealers. There is, no doubt, a prejudice, and it is not at first an unreasonable one, against the appearance and presence of a dwarf machine, but this will wear away with familiarity, which in this case will not, we feel confident, breed contempt. The strongest argument against small-wheeled bicycles is the excessive and, to some, even painful

vibration experienced in riding them on rough roads. This objection applies not to the genus, but to a species, for there can be and is a combination of wheels which, though comparatively small in diameter, will give perfectly satisfactory results. Take, for example, the Rover, which, not unlike the old bone-shaker, in appearance, having a 36-inch and a 50-inch wheel, with the rider placed between the two, is said by those who have ridden it to overcome this objection. Of course there are safeties which do not use, necessarily, small wheels; but, as our readers must have seen, we are considering the class that is a complete departure from the ordinary two-wheeled machine. There is another point in safeties worth considering. In some, notably the Rover, Humber, and Antelope, the driving and steering are not done with the same wheel, which should do away with the wobbling noticed on other geared machines when ridden at high rates of speed. This should also do away with the tendency of many safeties to slide from underneath one on slippery roads. This country needs safety bicycles, for there is a large class of would-be riders who are deterred from enjoying the sport by various reasons which bring a disinclination to mount the ordinary bicycle, and are not domiciled where they are favored with roads good enough for tricycling. To such, a good safety will be a boon.

THE English language is comprehensive enough to allow each and every bicycle manufacturer to select a name to designate his machines, without duplicating those taken by others. We have a Cyclone tricycle, and the promise of a Cyclone bicycle from one maker, and now comes another bicycle called the Cyclone. Without regard to the imposition of the second man upon the first, we think it poor judgment for the second comer to introduce an element of discord that will lead to an endless amount of misunderstanding in the market.

OUR protest against the insufficient proof offered by claimants for road records has had its effect. The twenty-four hour rides of Ives and Rhodes, and of McCurdy, were conducted in a thoroughly systematic manner, and the riders were carefully checked by disinterested parties. We have received certificates, supplemented by verbal testi-

mony, to prove the distance run by these riders, and in no instance does a proof of any part of their performance rest on the statements of the riders, or the makers or agents of the machines ridden, or their employees. This is as it should be.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

That Short Course.

Editor Bicycling World:—In the last WORLD you allow only ninety-four and one half miles as the distance actually ridden in the 100-mile road race of the Boston Club. I wish to explain my connection in regard to the measurement of the route. The original route, as measured by me, brought the 50-mile point at the clubhouse (this by special order, to create interest of club members), consequently, two and three sixteenths miles, the distance from Chester Park and return to and from the clubhouse, also the one and three fourths miles at Needham, should be added to the ninety-four and a half allowed. This would leave but one and seven-sixteenths shortage; nevertheless, my cyclometer, carefully taken, made the distance for one half the route, fifty and three sixteenths miles.

THEO. ROTHE.

Hartford Clubs.

Editor Bicycling World:—The departments of romance and of chronicle, in a cycling paper, should be so distinct that the ordinary wheelman could find no confusion. In your issue, which has just come to hand, there is an article about clubs in this city, containing allegations which its author must have "evolved from his own inner consciousness." If the statements about the new club are as false and misleading as those about the old one, I am sorry for it. It is *not true* of the Connecticut Bicycle Club that its active membership is limited to forty, *nor to any other number*. It is *not true* of that club that there must now "be a pause" in its taking of new members into its active ranks.

The new club, which has been formed here, starts out with seeming good prospects of success. It goes without saying that there is room for it. In a place having some hundreds of wheelmen, there is room for as many clubs as the riders see fit to associate themselves into. The Connecticut Bicycle Club has nothing but good wishes for the young organization.

Respectfully yours,
STEPHEN TERRY,
President Conn. Bi. Club.

HARTFORD, 30 October, 1885.

Race Etiquette.

Editor Bicycling World:—I want to suggest to the fresh young man who wants to see etiquette on the racing path similar to that in society, that in society the host says "after you," when he ushers his guest into a room. Would he have the racing men stop on the home stretch and say, "after you"? And in this case who would go first? Oh, yes, let us have the etiquette. It will be diverting.

P. SHAW.

One is Enough.

Editor Bicycling World:—Your correspondent, "Customs," asks why cannot more than two bicycles be brought over by a passenger free of duty. If you will excuse me for answering for you, I will say, because it is not fair play. If the government allows us to bring over a machine that we have ridden, we should be content with this, and not try to squeeze more through with the idea of selling them when we get them safely landed. For myself, I try never to abuse a privilege. I like to deal fairly with every one. It is an abuse of a privilege when a man gets a machine passed at the custom-house and immediately sells it. Such is not the intent of the law, and if this thing is practised to any extent, the privilege will be lost. I can imagine that a man might want to bring over a bicycle and a tricycle for his own use. If he can afford to own more machines than this, he can afford to pay duty on them, just as he pays duty on extra clothing, or freight on extra baggage. I hope wheelmen will not abuse the privilege they now have, for it will be taken away just so sure as it is abused.

FAIR PLAY.

Reservoirs.

Editor Bicycling World:—Having had the spring-lid reservoirs on my machine for six months, I can afford to laugh over the trials and tribulations of my friends who try to get along with watch-spring covers and plug reservoirs. I had the reservoirs applied to my machine regardless of expense. I counted the oiling places, ordered the proper number of cups, and had them put on. I will not say what the job cost me, for I have forgotten. When I pay a bill for wheel accessories, I always shut my eyes and forget the amount. It is a thing I dare not contemplate. However, I have got the reservoirs and I like them much.

TRICYCLER.

Respect the Law.

Editor Bicycling World:—Your correspondent, "Road Rider," thinks the League is making a mistake in not regulating road races and road competitions. Will you allow me to suggest to the gentleman that the only way the League could regulate such things would be to regulate them out of existence. It would be a pretty spectacle to see a national body,

like the League, encouraging the breaking of law. Massachusetts, for instance, allows a pace of only six miles an hour on the roads. In the late competitions, as high as thirteen or fourteen miles an hour was attained. Would it be well for the League to endorse this? I say, no, emphatically. I like the stand that the League has taken, and we can afford to look with disdain upon those who condemn us for it.

L. A. W.

Abilities.

Editor Bicycling World:—My compliments to "Racer," and a suggestion that the slow men have rights as well as the fast men. The Springfield tournament is supposed to attract the fliers; and in order to give the slow men a chance, certain class races are put on the programme. What must be the feeling of the slow men when they go to the scratch and find the fliers in line? It seems to me that it is a poor commentary on such races that they are run thirty seconds or more below the standard. If we are to have fast races and slow races, by all means let us have them carried out fairly, regardless of what has always been done, or what is done in other sports. If a man is known to be better than 3.10, let him be kept out of a class race limited to 3.10 men. Races are not to give puddings to men. They should first of all entertain the audience. To entertain the audience, we must have close contests. Close contests are had when the men are equalized either by classifying or handicapping. The object of the handicapper should be to equalize the men, and he should do this on his judgment of their abilities. He should not be a slave to records.

DUFFER.

Record Classification.

Editor Bicycling World:—The idea of classifying records is all bosh. The record shows how fast a bicycle can be propelled. In order to get records, the most favorable conditions are chosen; and when you try to classify records by conditions, you will have no end of trouble. We will have then to have records made on rainy days, on sunny days, on cold days, on warm days, on soft tracks, on hard tracks, etc. etc. What will our compilers do then, poor things?

A. H. G.

The Springfield Records.

Editor Bicycling World:—As one of the writers who have questioned the above records on this side of the Atlantic, may I ask you to favor me with the names of the four hitherto anonymous watchholders who assisted Mr. Etherington in clocking the marvellous times.

In England the name of the time-keeper is a *sine qua non*; yet after a very careful search through all the papers which have reached me since the conclusion of the tournaments, I have been able to discover but one name, and that the

name of only an occasional watchholder. Although to those who had the good fortune to be present, our doubts may seem absurd, will you let me point out to your readers the real state of the case as far as the United Kingdom is concerned. At present the American records, at all distances from one to twenty miles, are claimed on the authority (?) of but one named person, a gentleman who has no record and no reputation as a timekeeper, and is, as far as public form goes, a complete novice, who on his own admission, in his own journal, did not know at the commencement of the tourneys whether to start his watch *by the flash* or *the report*??? I desire to say nothing unpleasant of Mr. H. Etherington, whom I know very well. I only wish to point out to your readers that we are told the records "must stand" on the (at present) unsupported authority of a gentleman who could not authenticate a single record this side, assisted by four other mysterious and anonymous persons. When we are informed as to who held the watches, and when we know that those names have been submitted in the pages of the American press to the fierce light of publicity, we may see reason to alter our views. I see that you quote Mr. Engleheart as an authority on timekeeping at Springfield, or rather "where the records were made." I have it from Mr. Engleheart himself, whom I have just seen, that he did not hold a watch at all at Springfield; that he held one on two races for his own amusement at Hartford; and that although he personally credits the times, he does not consider himself a competent authority in any way. We do not ask for an English-held watch; all we want is a knowledge that the names of the unknown timekeepers should be so stated openly in the press on your side, that we in England may feel assured that they were the right men in the right place. I am myself in the habit of clocking races of all sorts, all the year round; but I should expect to have my competency questioned at once, were I to be foolish enough to attempt to authenticate a record, although my friends, and those who have in private practice clocked against me, would doubtless feel assured of my correctness. Before a man can establish a reputation as a clocker, he must have had some public practice and experience; and as a case in point I may remind your readers that when, the season before last, Mr. W. A. Smith (who has clocked all classes of athletic contests, and whose times have been taken by the best sporting papers in skating races) clocked Alfred Thompson to get inside 2.40 for the mile, that record was disallowed by public opinion over here, despite the fact that several of us knew well what Thompson had been doing in practice, and had on that knowledge told Mr. Smith to especially take his quarter miles, which he did. This being so, can you wonder that we question records which are fifty yards per mile inside previous times, which we are asked to accept

upon the sole authority of one of our own men, whose watch-holding experiences this side have not been so extensive as to teach him the most rudimentary principles as to starting his watch? I have seen Canary, and consider his performance simply wonderful, — a verdict which will, I feel assured, be unanimously indorsed. The manager of the Royal Aquarium, Westminster, has given him his first engagement, and I think I can help him to a good one on the Continent, when he is done in England, which will not be for a long while, I think. He was at the supper last night, and is so quiet and modest that he must have been shocked at the execrable form shown by two or three of the speakers, who broke through the tacit agreement, and talked on debatable subjects, knowing well that their opponents would not reply.

Canary is a wonder, but I wish you'd send us another wonder you possess, the handicapper who made the three-mile allotments when Webber beat the three-mile record. What time did he make that handicap for? I've been a scratch man myself, and if at any time I'd averaged 5s. inside record for every mile, and then *only got third*, I'd have taken the handicapper to a secret spot and slain him. According to every known rule of handicapping, Webber ought to have won by about one hundred and fifty yards; yet the men are all well together, and he is only third, though he beats the record by some 16s. or so? This is but one out of the many curiosities we have noticed this side, and I venture to think that even the most ardent believer in Springfield times will concede that we have at least the right to "ask for information," like "Rose Dartle," especially when the qualifications of the sole identifiable "authority" is considered.

I will simply ask a question or two, and conclude:—

1. Who held the watches?
2. What public reputation do these gentlemen hold in the States?
3. Do they know whether to start their watches at the report, or the flash?
4. Who handicapped?
5. For what time was the three-miles handicap (won in 8.16 or so) made?
6. Do all American records stand on the authority of anonymous watchholders?
7. Is the gentleman "who timed Maud S." satisfied to remain anonymous and play second fiddle to a novice from England?
8. Do any American sportsmen blame us for criticising records announced on such mysterious authority?

If any American cyclist will send me, to the below mentioned address, any American paper containing the names of the timekeepers, and specifying what races they timed, — as I gather from the report of (what Mr. Etherington called last night at the supper "that miserable half sheet") the Springfield *Sunday Republican* that the timekeepers were not all at work, but took the task on

promiscuously, a course which may have resulted in one man authenticating a record, — I shall feel deeply grateful.

I am, sir, yours obediently,
G. LACY HILLIER.

Editor Bicycling News.

7 ANERLEY PARK, ANERLEY, S. E.,
LONDON, ENGLAND.

In reply to the above we will say:—

1. The watches were held by Ethan C. Robinson, secretary of the Hampden Park Association; Mr. O. N. Whipple, and Mr. C. S. Fiske. These were the official timers, and besides these there were several assistants who checked them.

2. These gentlemen have a public reputation equal to any timer in the States, and we believe them to be the equals of any timer that England can produce, not excepting Mr. G. P. Coleman.

3. In view of the above, this question is absurd and unworthy of an answer.

4. Dr. N. P. Tyler, official handicapper of the League.

5. We don't know the details of the handicapper's work.

6. All American records stand on the strongest evidence. Till this is produced the racing board does not enter them on its books.

7. The gentleman has not been anonymous.

8. American sportsmen do not like to see records disputed on theories.

In re Mr. Etherington, — the records do not stand on his authority. He had nothing whatever to do with the timing. Like many another man, he held his private watch. He may be all that Mr. Hillier would like to have us think him, but no one on this side can be made to believe that he would wilfully endorse crooked timekeeping, or that he is so unskillful that he cannot detect an error so gross as the English press would like to prove.

In re Mr. Engleheart, — we have never quoted him as an authority. We said he checked the timing. Mr. Engleheart denies that he held a watch at Springfield. The gentleman was in the stand with the writer of this on the second day of the tournament. He appeared just after his only race of the day, the third on the programme. He held a watch on every race, and we referred to him on several occasions to see if his timing agreed with that of our special timer. When Mr. Engleheart says *he did not hold a watch at all at Springfield*, there comes a question of veracity between him and us. We stand by our assertion.

In re handicapping, — we don't claim much for our system. In the nature of things we cannot so successfully handicap over here as they do in England. We are young at the business yet, but hope to improve soon. The difficulties in the path of a handicapper in America are no more clearly shown than in the criticisms of our Springfield records. The English pressmen have looked up

the records of our men, and from these they have judged of what was to be expected of them at Springfield. The men were on a better track and were pushed harder, and made more careful preparation than in any races that they may have entered before. They did marvelously well. Such a condition of things is unknown in England, where the public form of a man is known and can be judged accurately from week to week. Our critics say the handicapping at Springfield was poor. Granted. But more satisfactory work from the handicapper we have never seen in America. Had our English friends handicapped the men on the basis of the theories they set up, we should have had poor work indeed.

MR. HILLIER asks if the timer of Maud S. wishes to remain anonymous. We know of but one paper that has mentioned the fact that one of the timers held the watch on Maud S. *Wheeling*, in its issue of 14 October, says: "One of the timers at Springfield was none other than Mr. Ethan Robinson, who has timed Maud S. and the fastest trotting horses in America in their great records, and whose word in the States, from San Francisco to Boston, from Winnipeg to New Orleans, is accepted without hesitation." Mr. Hillier read this paragraph, or he would have known nothing of Maud S. The question is not an honest one.

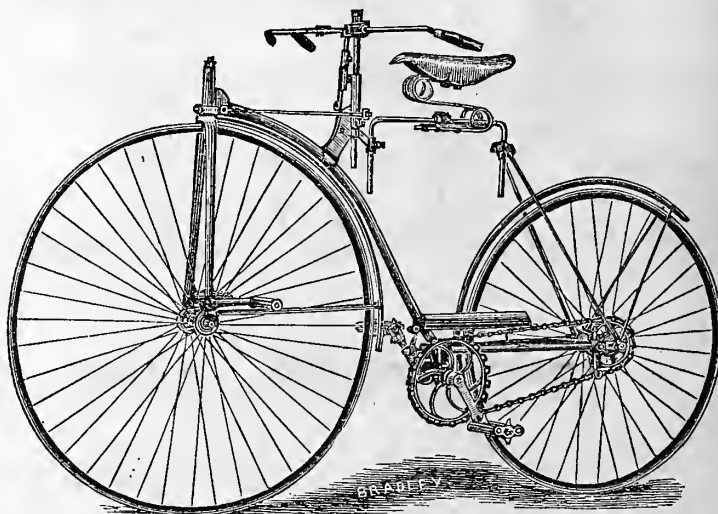
ONE thing more, — it made no difference at Springfield whether the watches were started by flash or report.

MR. HILLIER alludes to the questioned record of Alfred Thompson, but does not tell why it was questioned. The facts in this case are these: Mr. Smith the timer took the time of the rider at one point, and in order to get to the finish he had to run a long distance across the field. It was the running and the consequent jar of the watch that raised the doubt, and for this it was rejected. Mr. Thompson was allowed to run a mile afterwards in order that he might prove his ability to do the record, but he failed. We don't allow timekeepers to run across fields in America.

WE have tried to answer Mr. Hillier's questions fairly, despite the sneering tone of them, for we do not care to enter into a personal warfare on this question. We are, however, inclined to think that the course of the Coventry papers is dictated by the hatred of a rival publisher who came over to see for himself how things are managed in America. America welcomed him, and gave him every opportunity to inspect the clocking and the scoring. We did not make him an official timer, and no record that we claim stands on his authority.

MR. STUART C. MILLER, of the Massachusetts Bicycle Club, with his wife, sailed for Europe, from this city, Saturday. A large party of his friends bade him good-by at the steamer.

MANUFACTURE



The Rover Safety.

MANUFACTURED BY STARLEY & SUTTON, COVENTRY, ENGLAND.

THE latest candidate for popular favor in the line of safety machines is the Rover Safety Bicycle, shown in the cut above. The inventor and designer has departed from the Kangaroo type which all other makers have followed, and given us a very near approach to the bone-shaker of years ago. Its speed is attested by its performance in the recent road race, when George Smith made one hundred miles in 7.5.16. The following description of the machine is by Henry Sturmey in the *Bicycling News*.

As may be seen by reference to the illustration, the Rover Safety has a larger wheel in front than at the rear, the sizes being respectively thirty-six inch and thirty inch, the latter being geared up to any height desired by the rider. The forks of both wheels slope at angles of some 35°, with the perpendicular converging towards each other. The front forks are surmounted by a pillar carrying the handles, and behind this the head is fitted, somewhat after the principle of a hinge. The backbone runs down over the front wheel, and then, taking a horizontal position, unites with two strong, straight horizontal tubes, forming a fork to the rear wheel, and taking the direct strain of the driving chain — one only of which is used — which runs round the gear wheel, placed just in front of the wheel. The upright forks of the back wheel continue upwards in a socket, in which the rod carrying the spring and saddle slides, being thus adjustable to suit the height of various riders. The top of these latter forks are stayed by a tube running forward to the top of the backbone just behind the steering centres, and the rear portion or main frame

of the machine rendered remarkably rigid. The handles are long and bent back to throw the hands in a more natural position, and a D. L. S. brake of the most approved kind, specially constructed to suit the peculiar shape of the machine, sets along the handle-bar, and acts on the tyre of the front wheel. The cranks are long and the bearings balls, whilst pedals, saddle, and spring may be had of any variety desired. A mud guard over the back of the front wheel protects the legs of the rider from splashes, and a similar contrivance over the rear wheel fulfils a like office for his back. The action is very vertical, and the handles are leant upon considerably, the body being more forward than usual in riding. The position of the rider — almost centrally between the wheels — nearly halves the height his weight has to be lifted when going over obstacles, with the natural result of a reduction of vibration, and a saving of muscular force. The action is peculiar, and, unlike the other type of safeties, a bicyclist cannot jump on and ride away without any practice. About a week is necessary to get thoroughly into the way of riding it, the secret being to get quickly into the saddle and find the pedals, and then go ahead, balancing more with the body than the steering wheel, which is kept just about straight. The machine is longer than other safeties, and weighs from thirty-four pounds to fifty pounds, according to construction, and we can recommend it as soundly built and fulfilling all the makers claim for it.

The cut used herewith shows the steering first adopted. The machine is now built without the connecting rods which transmit the steering from the upright post supporting the handle-bar to the forks, but the forks are inclined backwards, and run directly to the handles, as in the Xtraordinary.

THE
RUDGE

BICYCLES AND TRICYCLES

— ARE NOTED FOR —

SPEED AND DURABILITY.

WORLD'S RECORDS

ON RUDGE MACHINES.

ONE-MILE TRICYCLE	-	-	-	-	2.49 $\frac{3}{5}$
ONE-MILE SAFETY	-	-	-	-	2.43
ONE-MILE BICYCLE	-	-	-	-	2.31 $\frac{2}{5}$

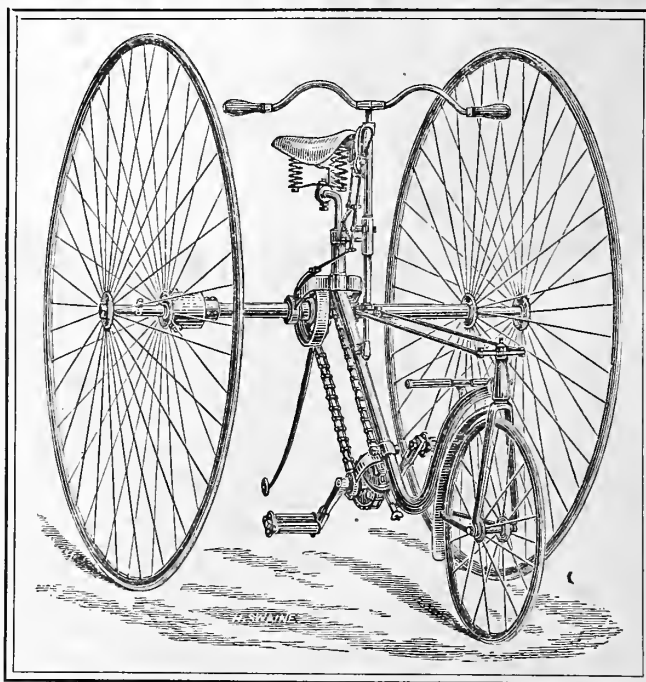
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152 to 158 Congress Street, BOSTON, MASS.

THE RANELAGH CLUB.



The Following **UNSOLICITED TESTIMONIAL** from a Disinterested Party is a Fair Sample of what the Riders say of this Machine.

BOSTON, 28 Oct., 1885.

COVENTRY MACHINISTS' COMPANY:

Gentlemen, — I wish to write to tell you how much I have enjoyed the Ranelagh Club Tricycle I bought of you.

I have tried it on all sorts of roads, paved and unpaved, wet and dry, rough and smooth, and it is good on all of them. It is one of the most perfectly rigid machines I ever rode, and an excellent coaster, being very free from the usual swaying at high speed. Though my machine is geared up, I find it climbs hills far better than any machine of its weight that I have ever seen, and I can take a moderate up-grade without noticing it.

The brake power is enormous. I can skid both my driving wheels instantly with very slight pressure of my foot, while, at the same time, the spring is stiff enough to allow of a gradual application when required.

I find the steering steady and comfortable. I often ride with both hands in my pockets on a smooth road, and one hand is enough to steer with on any ordinary highway. In short, the machine is thoroughly satisfactory, and I like it better each time I ride it.

Yours sincerely,

ELLIOT C. LEE.

The COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,

BOSTON.

The Ladies' Run to Cape Ann.

THE following account of the ladies' run to Cape Ann is furnished us by a participant. The party was composed as follows :—

Charles Hopkins, Wellington; Mrs. Hopkins, Wellington; W. W. Stall, Boston; Mrs. Stall, Boston; G. W. Smith, Salem; Mrs. Smith, Salem; Mrs. Coxen, Boston; Miss Carrie Hayden, Boston; W. H. Schumacher, Boston; J. C. Garrood, Boston; A. Watson, Fakenham, England; Dr. J. E. Clark, Medford.

Wednesday morning opened dubiously, no sun and yet no rain. The party, however, had made up its mind to go, and rain or shine the start was to be made. Six people boarded the City of Gloucester, and promptly at two o'clock we got under weigh. Unfortunately the weather turned "nasty," and the fog and cold wind deprived us of the view of the magnificent thirty-mile stretch of coast which we had promised ourselves. Arriving at the city of fishes, we were revived by finding Mr. and Mrs. Smith awaiting us on the dock, and under their guidance we were soon within the hospitable realms of landlord Davis, at the Pavilion. Supper followed, and here cropped out the "unanimous peculiarity" of the party. On inquiring what we would have, the order was given, "everything on the bill of fare for everybody." This, by the way, was followed out at each meal, regardless of the length of programme.

Finding a theatrical company in town, all hands took in the performance, which was, well—'nough said. The performances of the hoodlums who occupied seats around the hall were extraordinary. It was unanimously agreed that nothing in the dregs of Boston, New York, or Chicago ever produced an audience to equal that portion of it in ill behavior. Escaping with our lives, we attended a little supper party, and retired for a needed rest. On deck Thursday A. M., a large breakfast was disposed of, and the wheels brought out. A double team of two tandems, one single, and three bicycles carried the party. Dinner was telephoned for at Rockport, and our arrival followed soon after.

Putting up the horses, we took a walk over the hill, obtaining a fine view of Thatcher's Island lights and the adjacent coast, lunched on raw turnips, apples, carrots, etc. Returned, and cleaned out the culinary department of the Abbott House. Getting under weigh again, Pigeon Cove and Lanesville were passed and Annisquam reached. Here a stop was made, and the party climbed an enormous knoll, surmounted by a tremendous boulder, from which a splendid view was obtained of Squam River, the Essex coast, and portion of the Cape environed by the angry leaden sea. No sun has been seen for two days, and rain appears to be imminent, and we hasten along, finding here and there a hill to walk, but much better surface to the

roads than on the first part of the journey. Entering Gloucester, we get to the Pavilion just in time to escape the rain, which now has no terrors.

The prominent feature of the "trip round the cape" is rocks. They appear on all sides and cap every eminence; they line the shores, and form reefs far out to fret Father Neptune's rolling waves. The various roads we will not refer to in detail; suffice it to say they are generally ridable, and a pleasure to traverse. The tandem shows its immense merit on this journey, pulling hills and sand that downs the rider of the single. The ride of fifteen miles contains more picturesque scenery than we know of in a similar extent of territory in this part of the country, and to be enjoyed, should be taken leisurely, a whole day being none too long.

The astonishment of the natives on seeing ladies on the wheel is enjoyable in the extreme; photos of some of the oldest inhabitants would bring large prices if taken in the act. One antediluvian individual thought that the party ought to get off and hide their machines under their clothes while he went by with his horse, but he was soon undeceived. Happily the veteran didn't interview him. Only one header enlivened the trip, and as this was taken by one of the bicyclers, it was looked upon as a happy example of the comparative safety of two and three wheeled machines.

Supper partaken of, the evening was spent in social enjoyment. Our chief musician is Miss Carrie Hayden, who plays us many pretty pieces of her own composition. Mr. Hopkins, the doctor, and Mrs. Coxen contribute their share also.

Friday morning we awake with the rain beating dismally at the window. No chance for Newburyport to-day. Taking advantage of the situation, the party sleeps long and late, breakfasting at a most disreputable hour. A prospecting delegation goes forth and secures the skating rink, where the party soon breaks loose. Skating, dancing, and general jollity passes the time till dinner, and the afternoon slips away very quickly. The evening is spent at the city hall, where the New Magdalen is discussed, after which the party waded back through the rain and mud, much to the detriment of its shoes. Returning to the hotel, we meet Mr. John S. Webber, Jr., the well-known veteran wheelman of the town, who gives us much valuable information of the surrounding country.

Saturday A. M., after a careful consideration of time and distances, we find it impossible to continue to Newburyport and get home Sunday comfortably; so packing up and adjusting wheels we start for the homeward trip.—Mrs. Coxen going home by rail reduces the party to eleven members. Roads are found quite muddy through the woods, but nothing impassible is met, and we make Manchester for dinner. Leaving wheels at the hotel, a walk to Singing Beach brings us to a fine

show of breakers, after enjoying which we return to the hotel.

Dinner is done justice to in grand shape, and we re-embark for Lynn, having voted to try the hospitality of the Boscobel. At Salem we lose Mr. and Mrs. Smith, who are now at home, and with earnest regrets and many adieus we drive ahead amid the gathering darkness.

A friendly scorch for the last half-mile lands one of the tandems a winner at the Boscobel, and soon we are installed in most comfortable quarters and discuss an elegant meal, served in fine style. A quiet evening is spent in the parlor of the hotel, and we retire, rather tired after our twenty-three miles pull through the mud and wet sand.

Sunday brings many familiar faces, the Boston Club having a private dinner, and a party from the Massachusetts, Newton, Cambridge, and other clubs running to Nahant and taking dinner here.

Four of our party left after we had visited the famous High Rock, and the remainder get away after dinner.

The first nine miles is reeled off in sixty minutes, and we stop at Wellington to pick up Mr. Hopkins and Miss Hayden, who are to continue on to Boston. Taking a short cut through Cambridge and the Port, we finally separated at Central square to go our several ways,—Mr. and Mrs. Stall finishing the run of fifteen miles in two hours and nineteen minutes, from which two stops, amounting to thirty-nine minutes, must be deducted, giving a net running time of 1.45, which was taken without extraordinary fatigue.

This closes the second of the only two tricycle tours, including ladies, which have to our knowledge taken place in this country.

The result, taking them as an experiment, has been good. The ladies find no trouble in doing twenty or twenty-five miles per day right along, and by judicious management a mixed party can be kept together nicely, the fast ones being held back and the slow coaxed forward. In no case has any accident occurred to the injury of a rider, and no serious results from exertion or exposure have come to light. The pleasure to be derived from a mixed tour is extreme; the gentlemen are restrained by the presence of the ladies from any excesses, while everybody is jolly, and there are plenty of avenues by which the boisterous may vent their superfluous enthusiasm. Expenses are comparatively light. To illustrate: the total cost of the recent tour, including fare to Gloucester, transportation of wheels, hotel and incidental expenses, from Wednesday P. M. to Sunday P. M., four whole days, was about ten to eleven dollars each. This sum paid not only for travelling and hotel bills, but enabled each to attend the theatre, with reserved seats, on two evenings, and paid our full share, for exclusive use by our party, of a skating rink provided with skates, piano, etc., for half of a rainy day, when amusement was invaluable.

Experienced management is indispensable in getting up a party, and enough should be included to warrant no failure in event of one or more of the leaders being unable to follow out the entire programme. Being rather late in the season, it is improbable that runs of over one or two days at the most will be arranged this year, but next spring an effort will be made to have a series of excursions of like nature, extending over from two days to a week's time each. The opportunity for studying the working of different machines, as well as the methods of the riders, the development of confidence in the ability of — specially speaking — the ladies, the enjoyment, health, and opportunities for really seeing our beautiful country in a way in which it cannot otherwise be seen, combine in favor of mixed tours, and our only fear is that the ladies cannot be persuaded to remain at home long enough to sew on enough patches and buttons for the next trip.

From a Feminine Point of View.

It gives me great pleasure to chronicle the unqualified success of Miss Minna Smith's run to the North Shore. The company was large, select, and congenial. There was nothing to mar the pleasure of the day, and one and all voted it a success. I am not going to tell the story of the run, for an abler pen than mine will picture it later. Miss Smith will spread the details of the affair over the pages of a contemporary, and it is but right that I should give precedence to her.

I WAS much interested in observing what results were obtained by the tandem riders, and I discovered that the machine was easy-going and fast, and the two machines in use on that occasion were not open to objections that I have brought to bear upon other tandems in a previous letter. Given a strong man and a weak woman, and the tandem presents facilities for pleasure not to be obtained in any other machine, for the feminine part of the crew will be required to do no more than her legal third of the work, and the strong limbs behind will make up any shortcomings. I do not believe that some of the tandem riders could have gone through the trip so successfully on single machines.

ONE of the couples was made up of a diminutive lady and a gigantic gentleman. He had a good prospect of the country and the road in front over the head of his better-half; but if the lady and gentleman who rode Victor singles had been on the tandem, he would have had difficulty in seeing anything but his wife's back hair.

ONE other advantage these two tandems had over others that I have seen,

and that is in the steering, which was done by the gentleman. With all due respect to my sex, I must admit that not all of them are well fitted to take control of the helm when two riders are on board.

I AM not yet ready to resign the single for the double machine. Speed is no object to me, and I think I get better results, even though they be at the expense of more labor. I must confess to a penchant for the captain's position on a wheel, and I like to select my own road, go at my chosen speed, and stop when I like, regardless of the whims of a companion.

I AM more than well pleased that the ladies are coming forward as riders of the wheel, and the record made by those who went on the ladies' run is creditable in the extreme. I feel that these little outings will have their effect, for they will emphasize to the makers the fact that here is an interest that will develop if it is catered to. A few ladies riding in a desultory way will not do the good that these occasional gatherings will. I believe that the outcome of this and other runs will be better machines and an increase of riders.

I HAVE received many letters of inquiry from lady riders of the wheel, which I have tried to answer indirectly without allusion to the correspondence. These letters have come to me indirectly and in various ways, and I now wish to say that all letters should be addressed to "Daisie," care of the editor. These will surely reach me; and though I do not make pretensions to infallibility, I may be able to assist my friends in some of their difficulties.

ONE correspondent asks for an opinion regarding waterproof clothing. I cannot say that I approve of it, and I never wear it. I cannot imagine why we should ride in the rain, unless we are caught out in a shower, and then I would rather be drenched than ride in the sweat-box produced by a waterproof garment.

MRS. M. F. G. asks me why I do not suggest a lady representative in the board of government of the L. A. W. Where is the necessity for such a thing? I can see no reason why the ladies should join the L. A. W. from this State. In New York they get certain privileges, and can get them in no other way. Were I in New York I should join. But it is to be hoped that at an early day New York officials will be as liberal as Massachusetts officials, and then the ladies need not trouble themselves about legislating.

No, sisters, let us not thrust ourselves in where we are not wanted, and where

we can do no good. Let us use our wheels as much as possible, and show the world how much we are benefited thereby.

ONE lady asks if it is possible for a lady to ride a central-gear machine. Certainly. I have ridden such for many miles, and I am inclined to think that in many respects it is better than the side gear. Without going into particulars, I can see no points to commend the side gear that are not possessed by the central gear.

DAISIE.

Chopped Up.

THE chop supper of Saturday evening last was held by the Boston Club, in honor of the founder, Mr. Frank W. Weston (papa), who is recovering from a severe illness. The attendance was only limited by the accommodations the parlor of the house could afford. A long table, extending the length of the two parlors, was spread with all the good things for which the Boston Chop Club suppers are famous. All that could possibly be crowded about the table was about forty. Many more would have attended had there been room.

Mr. R. J. Tombs sat at the head of the table, and presided over the feast gastronomic and the subsequent flow of soul. After a short speech he introduced the guest of the evening, who was received with vociferous applause and the club cheer. Mr. Weston made a happy response, in which he exhibited much feeling, and a thorough appreciation of his friends. Other speeches were made by President Hodges, Mr. Dean, Papa Huston, T. E. Lambert, Willis Farrington, and others.

The Ixion's New Departure.

THE Ixion Bicycle Club, of New York, has moved into its new headquarters at 351 West 59th street, in that city. They occupy the whole house, which has been completely remodelled to suit its new purpose. The house is described as being a three, or rather four, story (counting the basement) building, very nicely located for bicycling and social purposes. It was found necessary to remove all the interior walls of the basement in order to obtain sufficient room for the storage of wheels. All this has been done, at no small expense.

The floor above is occupied by the parlor, a very tastefully furnished apartment, with velvet carpets, numerous choice pictures, an upright piano, and Turkish tapestry curtains. Back of this is situated the library, or smoking-room; this apartment is furnished in much the same style as the front room, save that chairs here are of stuffed leather, and a Smyrna rug covers the floor in place of a carpet. The walls are hung with pictures of men prominent in cycling circles, a fine picture of Col. Pope occupy-

ing the place of honor on the southeast wall. A massive bookcase in carved oak on one side extends to the ceiling, thus happily relieving the almost too ornate decorations of the apartment.

The next floor is reached by a winding stairway, with an antique clock ticking away on the landing. This story has two large dressing-rooms, besides the bathroom and lavatory, without which no athletic clubhouse is complete. The lockers are spacious, and quite unique in their way, each being ventilated front and rear, thus preventing the perspiration-soaked garments from becoming musty when hung there.

The top story contains several small rooms, which are rented by members who live at the club permanently.

The interior arrangements of the house reflect great credit on this very enterprising club, and something very fine in the way of a house-warming may be expected when they are fairly shaken down into their new quarters.

The Cycling Record Craze.

WHILE contemplating the long and exceptionally brilliant array of unparalleled achievements this season placed to the credit of amateur and professional cyclists, and noting the additions constantly being made to the list, the average reader must feel disposed to heartily join with the sorely-tried preserver of records in fervently praying for a "let up" on the part of the over-ambitious propellers of the nicked steeds. Surely they should remain content with the marvellous performances so far accomplished, and willingly give their overworked machines a much needed rest till the season of 1886 opens. The feats performed by amateur Rowe and professional Woodside since our last issue, together with nearly all the unprecedented achievements chronicled since the Springfield tournament, have, it must be remembered, been done in trials against time, under conditions of weather, track, and surroundings altogether favorable to the performer, and that, while constituting technical records, in actual merit they fall short of slower performances accomplished in races between men. This fact should be given due consideration in comparing the time made, as it will be in making up the records at the end of the year. — *Clipper*.

The Philosophy of Portraiture.

BY KARL KRON.*

* From "Ten Thousand Miles on a Bicycle" (12mo, 570 pages, cloth binding, gilt top, sent post paid for \$1.50), to be published by Karl Kron, at the University Square, N. Y., early in 1886. The book will be sent for \$1.00 to those who pledge in advance, and the names of such subscribers will be printed in its appendix. The number of them now exceeds 3,225.

Of the pictures which were drawn by H. Sandham (to accompany J. S. Phillips's story, "Awheeling in Norambega," in the January and February issues of the *Wheelman*, 1884), the most graphic and representative ones were the two largest, each of which covered a page,

and served as a frontispiece to its own half of the story. "In the Fog" (January) gives a good idea of the ghostly appearance presented by the party on the afternoon's ride to Eastport (see page 268), and its leading figure is perfectly recognizable as the president of the Massachusetts Bicycle Club; while "Rest by the Roadside" (February) excellently represents the scene at the watering trough in the Campobello woods, described on page 270. A little picture on page 341 gives a good idea of "the Ovens," which I have mentioned on the opposite page; and a larger sketch on page 245 well recalls the appearance of the party on their winding way through the woods towards Machias (see page 271, *ante*), the "coaster" in the foreground being recognizable as the writer of the article which it illustrates. Another notable picture is a collection of the "heads" of the party, framed by the front wheel of a bicycle, which stands four inches high on the printed page. Some of these are recognizable likenesses, and I could identify all of them while the memory of my companions' features was fresh. The heads number only thirty-four, however, the absent ones being those of the artist and myself. He was good enough, nevertheless, to make room in the sketch for a pair of boots, whose soles are inscribed "Karl" and "Kron"; and I presume his inspiration in thus giving them immortality was due to the fact that, when "the photographer 'took' the party again, in a hurried mass about the hotel door at Lubec" (see page 269), I insisted on keeping my head out of range, on the plea that it was "less worthy of notice than the only properly shod pair of feet in the party," — which same booted extremities I thrust prominently into the foreground. If my face was photographed at all on that tour, it must have been done while the party were in motion; for I always turned the back of my head to the camera whenever I had any volition in the matter of defending myself from its deadly aim.

This recollection suggests that I may as well improve the present opportunity for putting on record my personal philosophy in regard to the "portrait business," — for when a wheelman in some remote part of the world supplements a friendly correspondence by an offer to "exchange photographs," it seems ungracious in me to refuse, and it is certainly impossible for me to supply him with a complete written explanation of the reasons which support my invariable rule of refusal. I was recently amused by a story (in New York *Telegram*, July 18, 1885, apparently copied from some foreign journal) concerning a certain Countess de Castiglione, now living in Paris, at the age of about fifty, who is so vain of her own alleged beauty that she keeps the grand saloon of her mansion "adorned with photographs of herself in a hundred different poses and costumes"; and who, at the same time, is "such a monomaniac on the subject of invisibility" that she

forces most of her distinguished visitors to content themselves by staring at these pictures as a substitute for her own personal presence. One of her axioms, however, "To see me against my will is to rob me," rather appeals to my sympathy, because it contains the idea on which is based my own objections to letting strangers have my likeness. The spreading abroad of a knowledge of one's features tends — even more directly than the attaching of notoriety to one's family name — to the restriction of his personal freedom. Why should I "give my looks away" to an unknown number of people, and thereby put it in their power to "get the drop on me," on some occasion when I wish to enjoy the independence attaching to obscurity? Why should I set my likeness up as a target for the remarks of the thoughtless and light-minded who know me not? When I reveal my identity by a personal interview, I can judge somewhat of the impression which my presence makes upon the party of the second part, and I can have as much of a hold upon him as he upon me, in case we ever afterwards chance to be thrown within sighting distance of each other; but when a stranger gets hold of my identity through a picture, he gives no return at all for the power thereby acquired over me, and I prefer that no unknown person should have such power. Of course, a friendly correspondent who has sent me his picture cannot be classed as "unknown" (I prize such portraits highly, and shall be grateful for every addition which may be made to my collection of them), but I cannot send mine in return without putting it within the possible gaze of those who *are* unknown, and without running even some remote risk of that supremely dreaded curse, exposure in a newspaper. The difference between showing one's living face, and giving away a fixed copy of it, is similar to the difference between speaking words, which, vanish into thin air, and writing words, which may be kept and twisted into "evidence," like the terrible "chops and tomato sauce" of poor Mr. Pickwick. *Litera scripta manet*. This vital distinction is well illustrated in the following comments concerning a certain London "society journalist" whom Lord Coleridge sentenced to jail last year: "Gossip, like scores of other human amusements, becomes harmful by excess; and the objection to newspaper gossip is that it is nearly always excessive. Every man knows that his personal peculiarities, his looks, his character, his ability, his fortune, his tastes and surroundings, are a frequent topic of chit-chat among his friends and acquaintances, — that is, among the people whose houses he frequents, or who frequent his, or whom he meets at the houses of others of the same circle. These, however, do not number, probably, in the case of the most sociable, or popular, or best-known man, over five hundred all told; and what they say about him he hardly ever hears. Most of what is said it would probably pain him to hear,

either as being wounding to his self-love, or as indicating that more was known of his private affairs than he would like to have known. When this tittle-tattle finds its way into print, however, it undergoes a very serious change. From being the gossip of a few score, it becomes the gossip of many thousands or millions. It deprives the victim of all refuge. It makes not only his wife and children, but the servants in his own house participants in the joke or story against him, and follows him with ridicule and discredit to all the hotels, watering-places, and steamboats in the civilized-world. Personal gossip has undoubtedly been, from the earliest ages, the chief amusement of mankind, and will probably continue to be so as long as humanity is the chief interest of human beings. It was comparatively harmless, as long as it had to be spread by word of mouth; but 'society newspapers' have undertaken to erect factories in which gossip is prepared for the market and spread by steam machinery, — and any of it that is harmful is terribly harmful. The editorial oversights and mistakes, even if few in number, deal deadly wounds. To many people, too, even what an editor thinks a kindly 'notice,' with which any man or woman ought to be pleased, is undiluted pain; for there are some, even yet, to whom publicity of any kind is a simple calamity. They are probably becoming scarcer as the years go by, but they still linger among us in considerable numbers. 'Society editors' find it hard to understand them, or to sympathize with them, but they are none the less God's creatures, and entitled to humane consideration." — *The Nation*, 24 April, 1884, p. 355.

These words ought to make clear the reason of my preference that the notoriety which is a necessary business condition of my forcing a sale of 10,000 copies of this book, all over the world, should be "confined strictly to business," — should attach simply to my name and address as a publisher, — without conferring a hateful and needless publicity on my family name and on the entirely private life which it represents and protects. Could I have foreseen that I was destined to embark upon a scheme whose success implied such world-wide notoriety for the personal trade-mark representing it, I would never even have allowed my face to be "taken" in the League groups, amid a multitude of others; and I hope no one will be lacking in "humane consideration" for my wishes in this respect as ever to drag it out from that friendly obscurity. When personal preferences are of a purely negative sort, they ought to be deferred to, no matter how whimsical they may seem to a person not in sympathy with them. It is not to be expected that a man will take active measures to gratify the whims of another; but when it is possible to gratify them by mere inactivity, by doing nothing, by "minding his own business," it seems to me that he ought not to take active measures to give offence. There is one pic-

ture of myself, however, which, though I have not yet seen it, I should be entirely willing to see reproduced in the illustrated papers. Indeed, I gave permission to the editor of the BICYCLING WORLD to publish it some years ago, when he asked me to stand as one of a "series" then appearing in that paper. His request chanced to reach me just as I returned from a ride to Tarrytown, where the clerk of the Vincent House had laughingly assured me that a "rear elevation" of my figure formed a very funny background to a photograph of a party of "coaching-club people," which a local photographer had taken, in front of the hotel, on the occasion of my last previous visit. In my characteristic attitude of "polishing up the nickel-plate," I had turned my back upon the "coachers"; and the fact of my entire unconsciousness of being pictured with them doubtless added to the natural and lifelike quality of the "half-moon" view of my white flannel breeches which the camera perpetuated. The BICYCLING WORLD, oddly enough, never published this "speaking likeness," nor even printed my letter which graciously consented that the same might be used as one of its "series." I presume that copies may even now be procured at the photographer's shop in Tarrytown; and if ever I wheel up there again, I mean to take a look at that picture myself!

Things I Would Like to Know.

- Who "Hal" is?
- If he thinks he is a gentleman?
- If any one else does?
- If he knows the difference between wit and vulgar criticism?
- If he consider it smart to make fun of one's clothes?
- If he is not perverting the use of the *Bulletin*?
- Why membership in the League does not protect one from slanderous attacks in its organ?
- If it is not a cheap kind of criticism that feeds upon the personal appearance of its victims?
- If there is not more gall than fun in his pen?
- If he is half as good as the men he pitches into?
- If he and Al Thayer would not make a good team?
- If Rowe will go to England next spring?
- If the Colonel will send him?
- If he won't?
- If our road records won't soon surpass those of England?
- What Corey really does think of machines that hold records?
- If he will give us some more impressions?
- If most people know that Williams

never rode fifty miles before he broke the record?

What's the matter with Lon Peck, that he should be so "touchy"?

If it is true that Bob Huston and Tommy Lambert are afraid of each other?

If the Overman Wheel Co. will sell those 3,000 machines next year?

If so, where some of the stock can be bought?

And for how much a share?

If any one believes this?

Mrs. J. H. Williamson, wife of one of the Missouri Bicycle Club, of St. Louis, rode to Manchester and back on a tricycle, the other day, a distance of forty miles, and felt no more fatigue than after a walk. — *Herald*.

How long a walk?

What Munger has against Boston that he should avoid it?

How Papa Weston liked the turnout in his honor?

If his children were not pleased to see him once more at the head of the table?

If Dick Tombs will let any one usurp his position as chairman?

Why a racing man should give any advantage to a stranger?

If Karl Kron can write with his toes?

If he has ever tried to?

If some people don't wish he would?

If any one misses the *Bicycle*?

If Boston wheelmen are not sick of the *Herald's* prejudiced accounts of cycling events?

Why "Jake" Morse don't give credit to whom credit is due?

Why he don't retire in favor of Gibbons?

If there will not be a boom in tandems next year?

What the Englishmen think of Webber's pronunciamento in favor of the Springfield records?

If he will wear that locket around his neck?

If Shriver is not about right about etiquette?

?

CURRENT CALAMO

THE expiring embers of the year, — Nov. and Dec.

MR. GEO. LACY has got to travel a *hillier* road than he ever rode before he reaches a reasonable doubt of the records.

THE Overman Wheel Company has just given a contract for 3,000 Victor bicycles. The company is making great preparation for the season of '86.

THE racing board has reinstated, as an amateur, Mr. Lewis T. Frye, of Marlboro', Mass.

THE STAR ON TOP AGAIN!

The STAR has done some remarkable work on the Track this year, including TWENTY MILES WITHIN THE HOUR, capturing THREE of the NATIONAL CHAMPIONSHIPS, but owing to the recent smashing of the records, we withdraw our lesser claims for the present.

Our Road Records stand at the head, however, and were made in regular contest.

The annual 100-Mile Road Race of the Boston Club in 1884 was won by Geo. E. Weber in 9 hours 20 minutes, and in 1885 in 6 hours 57 minutes. The last race was run over a new course, which proved three miles short. The time, however, is considerably more than two hours shorter, showing vast improvement of machine and rider.

In hill climbing we beat the world. The only important open hill-climbing contests in this country were those given by the Boston Club in 1883 and 1885 at Corey Hill.

In the first contest some nine riders competed, but Burt Pressey was the only one who succeeded in reaching the top, being mounted on a 51-inch STAR. His time was 4 minutes 41½ seconds.

The last contest took place on Saturday, Oct. 24, and resulted in a victory for the STAR in 3 minutes 24½ seconds; Mr. Stall, mounted on a 54-inch STAR, beating the next man by 10¾ seconds. The leading makes were all represented in this trial, and competitors were present from all parts of the country, the winner being the only Boston man in the contest.

The immense cuts made in the time show to what perfection our road machines have attained; and as Cycles are generally used on roads and hills, we consider our best Road and Hill records as proof of the value of the STAR as a practical Road Machine,—fast, being easily propelled, and safe, while decidedly comfortable.

THE H. B. SMITH MACHINE CO. - - Smithville, N. J.

W. W. STALL, Sole Agent for Boston and vicinity.

THE APOLLO'S RECORD

— OF —

211½ MILES IN 24 HOURS

HAS BEEN BEATEN, BUT NOT THE

APOLLO

Itself, as it Remains Unsurpassed by any Wheel
on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch
APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

— — — — —
New Invoice of Apollos Just Received.
— — — — —

SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

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6 and 8 Berkeley Street - - - BOSTON,

SOLE UNITED STATES AGENTS.

"I ride the Victor, because I think it is the fastest bicycle made."

GEO. M. HENDEE.

CANARY is showing England how to ride a bicycle.

L. D. MUNGER, of Detroit, Mich., failed to break the record last week. He slipped a pedal, and received a severe blow from it as it came round. As a result of the blow his ankle was badly swollen, and he rode in great pain. After riding 213½ miles, he had three hours to spare in which to make up the distance, but he decided to abandon his attempt, and try again this week.

A COUPLE of wheelmen put their wheels to a new use, last week. James Waddock and another spent a day across the river, and after expenses of dinner, billiards, etc., found on arriving at the ferry that they had not a nickel between them. One of them is an expert, so they organized an impromptu bicycle exhibition on the boat, showing off his accomplishments on the wheel, and the other passed around the hat. Ninety cents was realized, and the demands of the ferry company satisfied from the proceeds. — *Spectator*.

KARL KRON's letter in another column is, to say the least, characteristic. In his letter asking us to print it he thus alludes to "Hal" of the *Bulletin*: "The perusal of it may do good to 'Hal,' and other unthinking young fellows of his sort, who fail to remember the difference between verbal chaff in private, and the formality of cold type. 'Hal's' gossip is amusing, and seems quite free from malice; but much of it is in bad taste, and ought not to see the light."

J. E. SVELLE and H. L. Hiscock, of Boston, started from Walnut avenue, 21 October, to make a century run, with the following result: Total distance, 105 miles; total time, 15.22; riding time, 11.53. There being no moon or stars out, the darkness made the first part of the ride very disagreeable.

THE welcoming dinner to the victorious cyclists took place at the Holborn Restaurant, London, 17 October. Some two hundred representative wheelmen were present. Major Knox-Holmes, the veteran cyclist, sat at the head of the table. Furnivall and Engleheart were the only victors who were present, and they shared the glory between themselves. Speeches were made by Lacy Hillier, Harry Etherington, Jo. Pennell, L. H. Johnson, Dr. Furnivall, C. W. Nairn, Percy Furnivall, and Engleheart. During the evening,

Mr. Dan Canary exhibited a few of his tricks.

MESSRS. FURNIVALL, Lambert, and Dan Canary arrived in England 13 October. The latter gave his first exhibition at the Royal Aquarium, 21 October.

FRED WOOD was royally received upon his return to England. He greatly enjoyed his trip to America, and will undoubtedly repeat it next year.

THE *Cyclist and Athlete* has suspended publication.

MCCOY and Williams, of Newark, N. J., have designed and patented a saddle, in form similar to the Victor. It has but one coil behind, instead of two.

ENGLAND can well be proud of the results which come from her system of handicapping, but she must remember that England is not so large as New England, and that her racing tracks are very much alike in form and surface. Let Pem Coleman try to frame handicaps for men who come from all parts of Europe, who have been racing on all kinds of tracks, in every climate, and then let us see if he will get results better than we get.

BENJ. F. HUTCHES, Jr., of Galveston, Texas, has taken out a patent for a cyclometer, which is kept in motion by contact with the tire. It is to be attached to the head of the bicycle, and occupy the place of the brake, but we do not learn what is to become of the brake.

THE Birmingham Small Arms Company has just completed a new ball bearing, for which they make great claims; among others, that it does not infringe any existing patent.

THERE is no truth in the report that young Haradon had a hemorrhage at the top of Corey Hill. Being out of breath, he dismounted and laid down on the grass to recover himself. He suffered no injury whatever from the climb.

RACING NEWS

HARTFORD, 24 October. Yale Games. — *Two Mile Bicycle Race*, — J. S. Kulp (1), 7.22; D. D. Bidwell (2).

TAUNTON, 29 October. — Races of the Taunton Bicycle Club. The winners were as follows: *Half Mile Novice*, — A. B. Sproat, 2.1. *One Mile*, — G. Wil-

liams, 3.45. *100-Yard Slow Race*, — W. C. Williams, 2.37. *One Quarter Mile without Hands*, — W. C. Williams, 1.15. *One Half Mile Handicap*, — W. C. Williams, 1.48. *Five Mile*, — J. M. Hardy, 2.57. This club is a new club this season, and have furnished a club-room, and are in a flourishing condition.

PRINCETON, 24 October. — Princeton College games. *Two Mile Bicycle Race*, — L. Stearns (1), 7.52½; Segur (2).

SPRINGFIELD, 28 October. — George M. Hendee, in an attempt to lower his quarter-mile record of 36½, on Hampden Park, to-day, succeeded in just equalling it. He got a poor start, and rode a machine weighing five pounds more than his regular racer.

THE Detroit Bicycle Club had a run of eighteen miles, 27 October, for three gold badges. The roads were in bad condition. J. X. Spranger won in 1.24, Charles Kudner (2), 1.25½; A. F. Peck (3), 1.26.

WOODSIDE is not discouraged at the rough weather which has prevailed whenever he attempted to break the long-distance records at Springfield, last week, and promises to roll up the one hundred mile record before he leaves Springfield.

NEILSON and Woodside, the professionals, will ride bicycles against Anderson, the long-distance rider, at New York Christmas week. The former will alternate every hour, while the horseman can change his horses as often as he chooses.

WHEEL CLUB DOINGS

THE Thorndike Club, of Beverly, has recently refurnished its clubrooms. They are probably the most commodious and elegant of any cycling club in Essex county.

THE Massachusetts Club will give a grand dramatic performance in December, on the night of the ladies' night. The club is having Notman prepare a large composition group photograph of the club members.

THE Somerville Club will hold the first of a series of assemblies, Wednesday evening, 11 November, at Odd Fellows Hall, Broadway. The club members will attend in cycling uniform, and request visiting wheelmen to do the same.

THE Cambridge Club has issued very neat cards for their third annual reception, at Armory Hall, 13 November.

THE City Club, of Brockton, gave a dance at Satucket Hall, Brockton, 5 November.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bitteringer, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Victor C. Place, Greenville, Pa.; J. R. Littell, 1303 P street, N. W., Washington, D. C.

APPOINTMENTS. — Consul for Massillon, Ohio, Geo. S. Atwater, Massillon, Ohio. Hotel for Massillon, Ohio, Park Hotel; hotel for Clarksville, Mo., Carroll House.

TO CORRESPONDENTS

W. L. GAEDNER. The change will be very desirable. The new wheel will be lighter.

THEO. ROTHER. Thanks, but we cannot use them unless they be copies of Vol. I, II, or III.

J. R. Index now in printer's hands.

H. S. We do not like it.

R. H. S. *News, Tricyclist, and Wheel Life.* Price, \$2.50 a year, including postage.

V. C. P. The record has never been claimed.

L. T. F. Have forwarded your application.

RECORD. When the riders go over a certain route they can be watched more carefully, and the cyclometer will be checked oftener. Small chance for funny business under these circumstances.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 56-inch full nickelled Expert bicycle, in good condition. Will sell cheap; reason for selling, want a smaller wheel. Address F. O. FOSTER, Cuttingsville, Vt.

FOR SALE. — Victor tricycles of the 1885 pattern. Two machines for sale at a bargain. Address H., care of BICYCLING WORLD.

FOR SALE. — Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

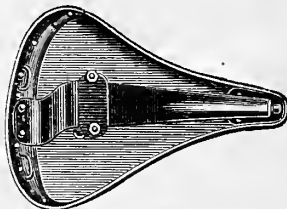
FOR SALE. — One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

BICYCLES AND TRICYCLES. — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE. — A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

THE AMERICAN Adjustable Long Distance Saddle



Spring Frame, Perfect Adjustment, Light, Strong,
Elastic, Easy. Weight, 18 ounces.
Star Saddle, 19 ounces

MANUF'D UNDER LICENSE FROM THE POPE MFG. CO.

PRICE, \$4.00.

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Patented in England and the United States.

Burley's ADJUSTABLE SKRLETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

MISCELLANEOUS.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

LEAGUE OF AMERICAN WHEELMEN. — Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me., the only authorized maker.

THE CRESCENT BICYCLE HOSE SUP. PORTER, with patent alligator clasp; the latest and best article of the kind; cyclers who are using this supporter will have no other; made in drab, white, pink, and blue web; sample pair mailed on receipt of 35c. by W. J. WALTERS, Prospect, N. Y.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

THE "ACME" TIRE HEATER. — Price \$1.00; the most convenient Heater for use in cities and towns where illuminating gas is used; handier and less expensive than an alcohol lamp; gives plenty of heat, and does not smoke up the rim; full directions for cementing on tires accompany every Heater; indispensable in a repair shop and a necessity to every rider. C. H. LAMSON, 201 Middle street, Portland, Me.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youths; the

Athlete or Invalid. A complete gym-

nasium. Takes up but 6 inch square

floor-room, something new, scientific,

durable, comprehensive, cheap. Send for circular.

"HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th

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Price-list and rules for self-measurement sent on application. Our shoe has been imitated by makers of machine goods. Get the right one. Patent mark and "Boston" on the sole of every shoe.

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30 CENTS BY MAIL.

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ROAD MAP OF BOSTON AND VICINITY. Embracing territory within thirty miles of the city. Sheet form, \$1.50; on roller, \$3.00; mounted on muslin in case, \$3.50.

TEN MILE MAP. Same plate as above cut down to ten miles area. Sheet in covers, 75 cents; muslin back, \$1.75.

BOSTON AND SUBURBS. An indexed map in covers, \$2.50.

MASS. COUNTY MAPS. Every county in the State, except Middlesex and Suffolk, which are now in press. On linen paper, 50 cents each.

TRICYCLISTS' INDISPENSABLE ANNUAL AND HANDBOOK.—By Henry Sturme. Describes every machine made, with detailed analysis of all the various parts, principles, or novelties in present use, etc. Profusely illustrated. New edition for 1884, revised and enlarged. Fifty cents by mail.

THERE will be no edition of this work in 1885.

WE have on hand a few copies of this work for 1882 and 1883, which we will mail for twenty-five cents each.

THE **BICYCLISTS' INDISPENSABLE** for 1885 is now in press.

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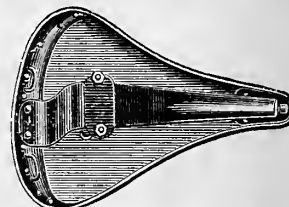
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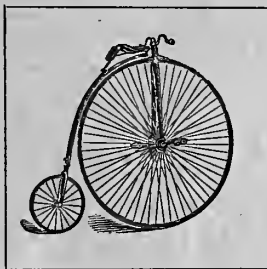
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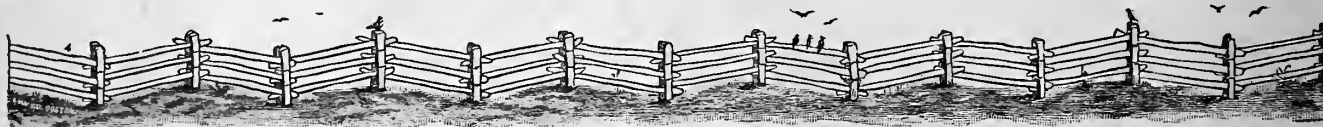
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 13 NOV., 1885.

In accounting for the reason behind the rejection of the Springfield records in a letter to the *Bulletin*, Mr. Ducker makes the following damaging charge against the *Cyclist*:—

"On 8 September, the first day of our tournament, the first race was a professional handicap, which was run by Fred Wood in the then marvellous time of 23½. After the race was over, the writer saw Mr. Wood, who then made the remark: 'My record will not be accepted by the Coventry paper, it being so much of a trade paper that they dare not accept it, as it is against the interest of their most ardent supporter.'

"Soon another record was made, this time upon another wheel, when the reporter made a similar remark: 'And so it appears that the *Cyclist*, with its

boasted independence, is bound hand and foot.'

"We now come to the cream of the whole matter: The writer has PROOF in BLACK and WHITE from England, and from men in a position to know, that the *Cyclist* is sailing under false colors,—men within the charmed circle of Coventry, and writers for the very papers who are disputing our claims."

Mr. Ducker is a careful man, and generally weighs his words well, and it remains to be seen if the *Cyclist* can free itself from this charge.

THE editor of the *League Bulletin* has published a cry for help. He wants and expects cyclists to help him fill his columns with news and comment. If he gets much assistance, his experience will be not a little remarkable. Volunteer efforts are hard to get. During our cycling journalistic career, we have had a great deal of help from enthusiastic cyclists, and we have now among our contributors many able writers who labor for the good of the cause. There are few men, however, who like to labor for love. If there is any advantage to be obtained by a correspondent, we always find him ready to fill pages of MSS. for us, but if the advantage is on our side, there is not so much readiness to respond to a request for copy. One thing demonstrates this very clearly,—when a club is about to get up a race meeting, we are deluged with advance notices, and every issue of our paper before the event is expected to have an item regarding it. The advertising value of our sheet is appreciated and taken advantage of. In many cases, men are engaged to write advance notices and keep the press supplied with everything pertaining to the race. Here they get the advantage. It is no small advantage to us to have quick and reliable reports of all race meetings, and it would seem to be no more than fair that after working the press for free notices in advance, some return should be made in the shape of a report of the races, but it never comes. When the advantage is on our side, we find few hands stretched out to help. Mr. Aaron will find this state of things to be only too true.

In a recent issue of the WORLD we stated that Harry Etherington presented a bill for services to the Springfield Bicycle Club, and that he got a free passage on the steamer for his influence in bring-

ing the English team over. The item came to us, along with a number of others, and on what we considered good authority. Mr. Etherington denies the statement, and asks us to do him justice by a contradiction. We have written the parties in interest, and we find that the statement was untrue, and desire that our contradiction should have as wide a circulation as the original item. The WORLD wishes to be right always, and if it makes a misstatement or does a man an unwarranted injury, it will not be slow to set matters right, so far as it is able.

To the ordinary man or woman a discussion about the gears of tricycles is as exciting as a page of Sanscrit, but such a lot depends on getting just the right gear, that we may be pardoned for alluding to the matter again. It is an exceedingly interesting fact, however, that on the fastest ride from Land's End to John O'Groats, Mr. Marriott rode a tricycle geared as low as fifty inches. This, we believe, is the lowest gear ridden over the famous course from the south to the north of the British kingdom on a record-breaking expedition. Coming a little nearer home, we find that when Mr. Williams reduced the 50-mile record, he was mounted on a Quadrant, geared only to forty-eight inches, and he says he did better than if he had his machine geared higher. Of course, one cannot lay down any cast-iron rules, to be followed by all riders, but it is interesting to know that many have made a mistake in rushing from an extremely low gear to an excessively high one, and that the best results on the road are not always obtained even by such a strong rider as Mr. Marriott by using a high gear.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

American Machines.

Editor *Bicycling World*:—I was much pleased to read your article on American machines. I was long an admirer of the bicycles that came to us from abroad, and a few years ago I would not look at an American machine. But to-day American manufacturers are turning out wheels which are as good, if not better, than the English-made machines, and I ride a native. A little encouragement from riders will give our manufacturers a chance to give us some-

thing better than what we now have, and who can tell if we may not take the trade away from Coventry, in bicycles, just as we took their watch trade. YANK.

Size of Wheels.

Editor Bicycling World:—What is the proper size for tricycle wheels? My first machine had 56-inch drivers and 18-inch steerer. Since then the one has been coming down and the other going up. The Crippler machines at Springfield had 36-inch drivers and a large steerer. Are we to come down to this size? And when we do come down to this, why not dispense with cogs and chains and have direct action? I hope some one will give me a pointer.

T. R. IKER.

Etiquette.

Editor Bicycling World:—Edward J. Shriver speaks of etiquette, etc. We have ridden for years, and finding many men of many minds, would suggest that we let the world wag. When we feel like it, let us nod, but in no case when a gentleman salutes us, let us fail to return his salutation. History tells us that George Washington never failed to return the bow of the humblest slave, and surely we cannot be wrong to behave as gentlemen. *Re* ladies being saluted would suggest that a gentleman bowing to a lady while each is on the wheel, is a mere act of courtesy. The true gentleman bows to show that he honors the lady in her position, and expects no return except that the latter do not look particularly sour at him. We remove our hats to high dignitaries, works of art, and in presence of ladies generally, and there is no reason why such rule should not hold good on the road. Having a wife who is a daily rider, may help give weight to my argument. VET.

Tricycle Springs.

Editor Bicycling World:—H. L. N. speaks of tricycle springs, and advocates the three spiral Club tricycle spring in opposition to the cradle. Having actually ridden six or eight hundred miles on the spiral, and some thousand on cradles, would ask H. L. N. where the difference comes in as regards side motion. I find more side play to the spiral than the cradle. Would advise H. L. N. to learn that the spiral is made in weights as well as the cradle, and either one may be had stiffer or lighter as desired for effect. My own experience is that while both are good easy springs, the cradle is better as regards being detached from the saddle, allowing of adjustment in various ways, wanted by the spiral, and is not so liable to breakage as is each of the collection of comparatively weak supports in the latter. If one desires a steadier spring, ride one of full weight. I have been in the habit of using ten and twelve stone springs, the heaviest of which is at least a stone light of my

ordinary weight; and an experience of three years with hundreds of tricycles has yet to show any want of stability as mentioned by H. L. N. *

Respect the Law.

Editor Bicycling World:—One of those mysterious persons who uses the mystic letters L. A. W. to cover his identity, takes issue with me in the matter of the League's regulating road racing. His statements that road racing is illegal, only enforces my argument that this branch of the sport needs "regulating full as much as racing on the path." I second my unknown opponent in advising cyclists to "respect the law," but I cannot respect him as a L. A. W. yer, for his statements show him to be utterly ignorant of what is the law of this Commonwealth, and a reckless adviser on a matter of much importance. Let us see first how much this legal Solon knows about the rights of wheelmen on the highway. He says, with apparently great confidence in his own opinion, that "Massachusetts, for instance, allows a pace of only six miles an hour." I trust for his own sake that he has not confined his wheeling to *his* legal rate of speed. But is he correct? I should say not. I fail to find that Massachusetts has any law limiting the speed one can travel on its public ways, and should be greatly obliged if your correspondent would point out any statutory provision that the law is as he states. I do find, however, that "a city or town may, by ordinance or by-law, prohibit persons from riding or driving beasts of burden, carriage, or draught, upon any of the streets or ways for public travel therein, at a rate of speed which it deems inconsistent with the public safety or convenience under such penalties as it may impose for breaches of other ordinances or by-laws." (See Public Statutes, ch. 53, sect. 13.) So it will be seen that the matter of regulating the speed one can travel upon the road, is placed in the hands of cities and towns. I cannot, of course, state what ordinances or by-laws some cities and towns may have passed in pursuance of this statute, but probably the city of Boston is as strict as any other city or town in this State, in regulating the rate of travel. If L. A. W. will consult the Revised Ordinances of this city, he will find this provision: "Whoever having the care or use of a horse, or other beast of burden, carriage, or draught, rides, drives, or permits such horse or other beast to go at a greater rate of speed than seven miles an hour in a public street, except in wards twenty-two, twenty-three, twenty-four, and twenty-five, and in that part of Ward 15 which lies south of Sweet street, or in a public street in said excepted portion of the city at a greater rate of speed than twelve miles an hour, shall be liable to a penalty of not less than five nor more than fifty dollars." (Revised Ordinances, chap. 26, sect. 45.) Your readers, Mr. Editor,

will see that "L. A. W.'s" knowledge of the law is as limited as the rate of speed he would have wheelmen ride. To come to the real point at issue, which is, whether or not the League should confine itself to fostering path racing, or step in, as our national association, and take charge of a branch of the sport that is of interest to a majority of wheelmen, and is sadly in need of regulating. If the League should decide that the interests of the sport demanded the discontinuance of road races, let it, as "L. A. W." suggests, "regulate them out of existence." But I do not think that the League would find it necessary to prohibit, if it could, racing on the highways, but it would be greatly to its credit if it should pass such laws as would insure the sport from being brought into disrepute, by the interference of the police. It should, in my opinion, investigate road records. They are of as much importance as those made on the path. I have already taken so much of your space that I will close with my respects to "L. A. W." and subscribe myself
J. S. DEAN.

Boston, 6 Nov. 1885.

"Springfield Records."—Dedicated to the Great Objectors, England.

As a constant and attentive reader of the leading cycling papers of England, I have waited patiently for the past six weeks, in order to give them ample time to publish all their objections to our American records, which, to the dissatisfaction of some of them, are *world* records, and now I hope to be able to reply to these objections as briefly as possible.

I assume this duty in justice to the Englishmen who came over and made these records, and to the Springfield Bicycle Club, of which I am proud to be a life member.

The English visitors at Springfield this year, rode most honorably, and deserved all they won; and, what is still more to their credit, they behaved as gentlemen as long as they were with us, and I, for my part, shall be very happy to renew acquaintanceships so pleasantly begun. From happy "Furnie," who won all our hearts with his pleasant ways, to plucky Webber, with his head cocked one side in a heart-rending attempt to smile, and Fred Wood, with teeth set for the final spurt with Howell,—we shall hope to see them all again under the same pleasant circumstances.

Permit me to state that, as a banker, I am almost ridiculously methodical in anything I undertake; and as one of the judges at the last Springfield tournament, I simply applied my business' principles in carrying out my duties as judge, and paid as much earnest attention to those duties as I would to an important transaction in my business.

In explanation, I would say that there were four judges, whose sole duty was to watch the finish of each race. The judges were: President, N. M. Beck-

with, L. A. W., Mr. F. A. Elwell, Mr. C. A. Hazlett, and myself.

I judged the position of the first man in each race, Mr. Hazlett the second man, Mr. Elwell the third man, and Mr. Beckwith the fourth man; and at the conclusion of each race, I took the decision of each judge, and reported the whole to the referee.

Now, with four experienced gentlemen judging each race, and three scorers watching each lap, it would be *absolutely impossible* for any contestant to ride less than the full distance in a race, as some of the English papers claim, in the case of the five-mile tricycle race won by Mr. Furnival in 15.18 $\frac{3}{4}$, and the ten-mile record bicycle race, won by Mr. Webber in 28.44 $\frac{3}{4}$.

To take some of the objections in detail, I find the first on page 1195 of the *Cyclist* of 16 September, which reads as follows: "We must express emphatically the very general impression that something must have been wrong with the watches, the watch-holders, or the path at Springfield. . . . We cannot conceive why *everybody* should be able to run quicker at Springfield than anywhere else."

Now this last sentence is the weakest in the great objector's argument and contains the key to the whole matter. According to his words, the very fact that *everybody* ran faster at Springfield than anywhere else, proves what we in this country all *know*: firstly, that the Springfield track is the fastest in the world; secondly, that there is something in Springfield air and enthusiasm which makes men ride faster than ever before in their lives; and thirdly, that racing men from all over the world train especially for Springfield tournaments, for the reason that the prizes are more valuable and reputation gained more lasting than anywhere else, the great N. C. U. championships included.

By the way, pray tell me, Mr. *Cyclist*, how did you find out the fact that it *was* the general impression that something must be wrong with the watches, when yours was the first account of these races published in England?

People in your vicinity must be very impressionable to be "*generally* impressed" about a thing of which they are waiting to hear, or are you so prejudiced that you must form your "*general* impressions" in advance?

No, sir, you started that "impression" yourself, out of pure jealousy, and cut the "*general*" business out of whole cloth.

Quoting from the same issue: "Yet on the first day at Springfield, in a race confined to riders of the 3.10 class, Kluge wins in 2.41 $\frac{3}{4}$ The thing is an obvious impossibility, and demonstrates the fact that, for some reason, atmospheric or otherwise, the watches at Springfield were running some ten seconds slower in three minutes than they do elsewhere."

I might quote pages of this same kind of argument, but will simply convince the G. O. that right here is the biggest rock

he has yet stumbled over. There is no use writing in defence of our timing for a man who voluntarily insults our timers, and thinks one man can time an important race better than three gentlemen can, but in regard to the "duffers" in the 3.10 class, I shall take him up.

In the first place, there are always a large number of dark horses who make their debut at the Springfield tournaments, and their ability being unknown, they are allowed to enter in any races they may see fit. Our handicapper has a task of tremendous magnitude to perform, and would deserve a diamond medal if he could tell how fast a man can ride simply from reading his name on an entry blank.

This Mr. Kluge *must* be a very good man, for in this 3.10 race he beat Mr. W. F. Knapp, one of the best men the State of Ohio has ever produced, and whom I have clocked a dozen times to do a mile under 2.45, but who, like Kluge, had no public record for the handicapper to judge him by. But then perhaps my watch was affected by Springfield atmosphere, some seven hundred miles away, at Cleveland, Ohio.

Finally, in regard to the weather, about which such a plaintive cry has been raised by the *Cyclist*, in these words: "On a track where the wind was blowing, which was heavily sodden with a rainfall," etc.

Now, I spent the entire week of the races at Springfield, from 6 to 11 September, and do not remember a wind strong enough to spoil fast time during the whole week, unless during one evening when it rained and blew a little, and as a practical judge of race tracks, I can confidently assert that no amount of rain could make the bicycle track proper "sodden." The trotting track might be out of condition, but the materials composing the bicycle track could not get in a sodden condition, even with water an inch thick covering it. So I might go on for pages, but it is unnecessary, for no amount of insult heaped on our timers, or sneering at American watches "taken care of" to do sixty-two seconds to the minute, can rob the racing men who made these *world records* of their well-earned glory on a track, whose very mention is enough to make some people writhe in envious jealousy.

CHARLES H. POTTER,
Springfield Bicycle Club.

Handicappers.

Editor Cycling World:—Your correspondent "Duffer" has queer notions of cycling as a sport, if he thinks the primary object of racing is to entertain the audience. Keen competition undoubtedly does form an exciting kind of entertainment, but the first object of any competition is and should be to decide which of two or more men is the fastest, has the greatest endurance, the most pluck, or the highest skill. The amusement of the public follows as a natural sequence. Handicappers have never

been supposed, at any rate in theory, to be slaves to records, and no allotter of starts who valued his reputation would confine himself in placing his men to their public performances if he had reliable information that they could ride faster than their recorded time. Every handicapper does or should use his judgment of what his men can do. If such were not the case, one man could handicap as successfully as another. If records alone were relied upon, it would be a mere matter of mathematical calculation where to place the entries. With class racing the matter is entirely different, and the actual public record of a man must decide to what class he belongs. I do not see that "Duffer" has shown anything except ignorance of racing matters.

X. Y. Z.

Duties.

Editor Cycling World:—When I asked why one cannot bring more than two machines into this country free of duty, I did not expect or want such an answer to my query as your correspondent "Fair Play" has given. He deserts the premises on which my query was based, and assumes that the machines are imported to sell, and discusses what does not enter into the matter at all, the pecuniary ability of the importer to pay customs duties. It is not a "privilege" to bring a used bicycle or tricycle into this country free of imposts; it is a right. What I wanted to know was, how far this right extended. If the government had not placed a duty upon cycles, they all would come in free, so that there is no privilege about the matter but the restriction of a right. His argument about freight on extra baggage is another departure from the real question at issue, for that is entirely a matter of contract between the importer and the carrier. The government having decided that a bicycle or tricycle in actual use and not intended for sale, can be imported free of duties, and the custom-house officials having construed the decision to mean more than one, I do not see why the same rule should not be applied as was laid down by the United States in the famous case of *Astor v. Merritt*, the collector of the port of New York. "Fair Play" says, "If he (the importer) can afford to pay for more machines than this (a bicycle and a tricycle), he can afford to pay duty on them." This is not a logical argument, as the ability of a man to pay duties has nothing whatever with the right of the government to collect them. The question to be decided is whether the machines are unreasonable in number and value for the use of the importer, having in view his means and habit of living. "Fair Play" fails to answer my question, and brings in elements I never contemplated in asking.

CUSTOMS.

Boys' Machines.

Editor Cycling World:—Cannot you do something towards getting Amer-

ican makers to give us a good bicycle for boys? Say one with cone bearings, and of material which will last at least a year of fair usage. In May, 1884, I bought for my boy a 38-inch. The little fellow is a fine rider, and has handled the machine with more care than most riders of greater age do theirs. As soon as frosty weather came, the spokes commenced to break at the hub, and from that time to the present it has been go, go, go to New York for new spokes, until I determined to replace the remaining original spokes with new steel ones. What the first ones are made of, the makers know best. The wheel had not been run six months before the bearings became so worn that "side shakes" of the larger wheel was just disgusting, nor can any machinist remedy it, so far as I have been able to discover.

W. LEMMON.

Size of Wheels.

Editor Bicycling World:—Will some of your readers, who know a thing or two, give me their ideas regarding the proper size of tricycle driving wheels? I have a friend who rides a machine with 40-inch drivers. Years ago we would have laughed at such a diminutive thing, but now it seems to be about right. There is a theory about small wheels having more vibration, and on this it would seem that we ought to have at least 60-inch wheels. Where shall we draw the line? I hope to hear from some of your correspondents. Two years ago I was told that all the makers had settled on a 50-inch wheel as the right one, but now 48-inch is the largest that I have seen on any modern machine.

DRIVER.

Correction.

Editor Bicycling World:—In your issue of 30 October, your correspondent, in giving account of road race from Washington to Uniontown, stated that I came in at 5.30, nearly an hour behind third man, which is not correct. I entered the race with a 65-pound Star, against eight crank wheels, that would not average forty-five pounds. I held third place until within three or four miles of Uniontown, when I took a chill, and stopped at a house with the manager (Mr. Stephenson) until I got so I could ride again, and while in the house the fourth man passed. We then followed him in, a few minutes later.

EUGENE MICHENER.

BROWNSVILLE, PA., 6 November, 1885.

Munger Stopped by Rain.

L. D. MUNGER, of Detroit, who attempted recently to break A. A. McCurdy's twenty-four hour record on a bicycle, and failed, owing to an injury to his ankle, started again Saturday, to break the record. He left the Faneuil House, Brighton, at 1.30 P. M., accompanied by C. I. Swan as pacemaker. His route was substantially the same as he

went over before, the circuit being about fifty miles. He made a plucky attempt to capture the fifty-mile record on his first round, and when he arrived at the Faneuil House he was inside the record, but after he had dismounted, it was found that his cyclometer gave but forty-nine and three quarter miles, and he had hardly time to make up what he had lost. He arrived at 5.01 P. M., having made the run in 3.31. The record is 3.32.20. The moon was not advertised to shine that night, and Munger had to depend upon artificial light to find his way. He had a light framework attached to the head of his machine to which he attached two lanterns and a third swung from his hub. After a rest of twenty-four minutes, he started on the second round with E. G. Frost and J. C. Clark as pacemakers. He completed that round at 10.15, 101 $\frac{1}{2}$ miles to his credit. He was given a rest of twenty minutes, and on the third round was accompanied by W. H. Huntley and J. Vivian. Just before he started on his third round it began to rain, and he did not ride but about half the circuit. He covered in all 130 miles, stopping at 2 A. M., and he had eleven hours and thirty minutes left to make the 126 miles necessary to beat McCurdy's record. The time remaining would have been largely in the light of day, and there was a good prospect of another breaking of record.

A Few More Things I Should Like to Know.

WHAT Cambridge politicians think of the local bicycle club?

If it is true that it elected Geo. A. Perkins to the Legislature?

If it is n't?

Why so much stock in a certain bicycle club corporation is being put up at auction?

Why there are no sales?

What it is worth as an investment?

If the editor of the Chelsea *Pioneer* has nothing better to do than count the number of questions I ask?

If he knows enough to answer one half of them?

If Rowe has a rich aunt?

If her name is Albert?

What "Plucky Munger" thinks of his alleged portrait in the *Globe*?

Why McCurdy don't put himself up at auction?

?

From a Feminine Point of View.

WHAT a blessing it is to be endowed with a generous quantity of faith, and what a deal of satisfaction comes to the man or woman who implicitly believes in signs and omens. For if the sign points in a favorable direction, one can have the joy of anticipation, and if it forbodes disaster, one can guard against it. I wonder if the sign believers find an indorsement

of their ideas when a danger heralded by a sign is averted by precautions suggested by the warning? If the programme is n't carried out, does n't the sign mislead? What do the predestination advocates say to this?

I AM led to these remarks by a prophecy that I heard the past week. The inevitable "old resident" told me that we should have a very mild winter, because the fall storms were succeeded by warm weather. He said he had noticed this singular fact for many years back, and told me that I might rely upon the truth of his forecast. Nevertheless, I can believe that it will be cold enough to suit the most of us, and I shall not abbreviate the thickness of my cloak in consequence of this prediction.

I WISH that every Gill had her Jack when she essays to ride a tricycle, for it must be confessed that the girls do not master the difficulties of riding as quickly or as easily as the gentlemen do. On the promenade Gill is graceful, and her carriage suggests the poetry of motion. Jack is below her in this respect. Put the two on tricycles and the grace goes with Jack, while Gill pedals along in two many cases the personification of awkwardness.

THIS is not as it should be. Nature confers grace upon women, and she should adorn everything she touches. She should not ride without instruction, for even a few hints will save her much irksome labor and annoying trouble. Too often I see my sisters riding along with low saddles which bring their knees in perilous proximity to their chins, and the arch of the foot, instead of the ball, is used on the pedal.

If the ladies will but take advice from a wheelman before venturing on a tricycle, my word for it they will save themselves much of the painful experience of a novice. A little study into the economy of power will do no harm.

At the risk of piling line upon line and precept upon precept, I want to say a few words to the novices regarding riding.

SIT in the saddle and place the ball of the foot on the pedal when it is at its lowest. Do not reach for the pedal. Sit easily, and let the foot rest at ease, as though it were on the floor. The leg should be straight, though not rigidly so. Dr. Richardson says: "If the seat set low, and the knees are bent, the power that is lost is dead against good and effective work. In the bent position there is no weight put into the work, which is a loss, while there is an impediment introduced from another cause. When the knee is bent the great mass of muscle

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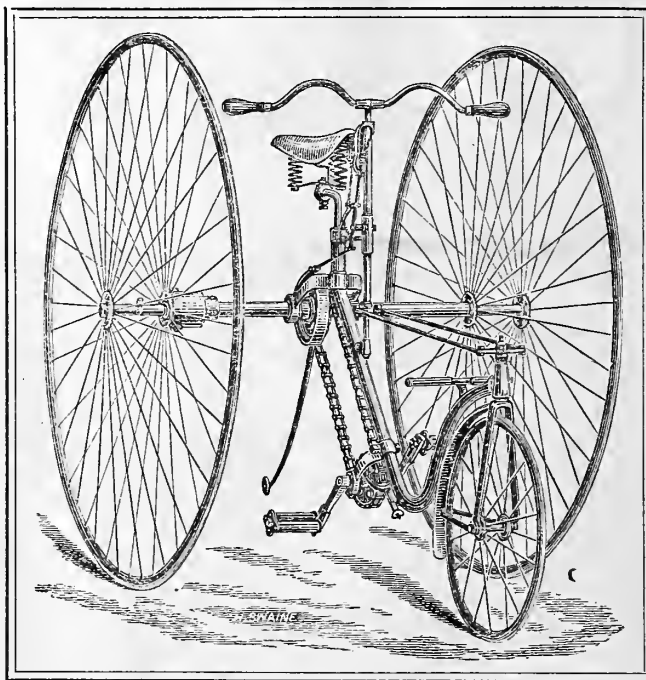
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The Following **UNSOLICITED TESTIMONIAL** from a Disinterested Party is a Fair Sample of what the Riders say of this Machine.

BOSTON, 28 Oct., 1885.

COVENTRY MACHINISTS' COMPANY:

Gentlemen, — I wish to write to tell you how much I have enjoyed the Ranelagh Club Tricycle I bought of you.

I have tried it on all sorts of roads, paved and unpaved, wet and dry, rough and smooth, and it is good on all of them. It is one of the most perfectly rigid machines I ever rode, and an excellent coaster, being very free from the usual swaying at high speed. Though my machine is geared up, I find it climbs hills far better than any machine of its weight that I have ever seen, and I can take a moderate up-grade without noticing it.

The brake power is enormous. I can skid both my driving wheels instantly with very slight pressure of my foot, while, at the same time, the spring is stiff enough to allow of a gradual application when required.

I find the steering steady and comfortable. I often ride with both hands in my pockets on a smooth road, and one hand is enough to steer with on any ordinary highway. In short, the machine is thoroughly satisfactory, and I like it better each time I ride it.

Yours sincerely,

ELLIOT C. LEE.

The COVENTRY MACHINISTS' CO.

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239 COLUMBUS AVENUE,
BOSTON.

which runs down the fore-part of the thigh, and which, including the kneepan, ends in a tendon or sinew attached to the large leg bone, the tibia, is working at each contraction with very great friction, its tendon being held tight upon the kneepan. It therefore soon becomes exhausted, wearied, stiff, and painful. But if the limb be kept nearly straight while at work, the weight of the body comes into instant action, and the muscle, left easy in its work, undergoes no more fatigue than the other muscles of the thigh and leg." Do not consider time wasted in adjusting the saddle to give you the right position.

Do not have the handles too high. The arm should be extended at nearly full length. Do not have them so low that a stooping position is necessary. Have the seat sufficiently forward to be "well over your work." The best results are obtained when one brings her weight in to help do the work. If you sit back and push you must ride by main strength. If you are well forward your avoirdupois helps you amazingly.

THE season is about over, and soon we shall have to house our machines. I have an idea taken from a gentleman friend which I hope to be able to carry out. He showed me his tricycle erected on a framework in a way to leave the wheels free to turn. Mounting the saddle he worked the pedals in the usual way, and lo and behold a training machine for indoor practice. It immediately occurred to me, why not have a home trainer like this myself, and keep in the excellent health and fine bodily condition that comes from the exercise during the summer months? I shall try it, and although I can see the monotony of sitting within doors and pedaling away, I can also foresee a better condition of health, spirits, and muscular power that will inure greatly to my benefit when I start out to ride in the spring.

I HAVE this week been honored with an invitation to a ball which is to be held by a bicycle club, and I am struck with a foot-note which says: "Wheelmen will please appear in uniform." Am I a wheelman? And am I expected or is it desired that I shall appear in uniform? The word uniform I take to mean the garments in which I ride. I pray thee have me excused. I do not care to go to a ball in my uniform.

MY riding dress was designed and fashioned for the use to which I put it. For other purposes it is not suited, and it would be in extremely bad taste to wear it in places where society dictates a more appropriate apparel. Is this not also true of the gentleman's costume? The distinctive feature of the garments of the male sex in bicycling circles is the knee breeches. Now there can be no objection to this cut of garment in the

ball-room, but dress occasions imperatively demand clean clothes of fine texture, and a bicycle uniform that has seen much service on the road cannot be the one, and should not be the other.

DAISIE.

Cycling Hotch-Potch.

WHATEVER criticisms may have been passed upon the cycling press men of this country, they have never been accused of resorting to fisticuffs to settle their grievances. Although the pen and ink war, which waged so fiercely between the *WORLD* and the *Wheel*, was very bitter, the rival editors seemed fairly friendly when they met. Even the impetuous Harrison was not averse to indulging in the pleasures of sociability with the saucily impetuous Jenkins. No, the line was drawn at slugging. Not so in England, for only a few days ago, a man by the name of Barrow, who is associated on the *Cycling Times* with Mr. C. J. Fox, struck with his fist the editor of *Wheel Life*, on his refusing to apologize for something that had appeared in his paper. Mr. Barrow is a big burly bruiser, while Mr. McCandlish, the editor of *Wheel Life*, is a slight, gentlemanly fellow, whom I should judge is not over strong; but the cowardice of this London plug-ugly is more apparent when it is stated that he knew Mr. McCandlish, for certain reasons, could not return the blow. The matter did not end here, for a week later Mr. Kelly, of *Wheel Life's* staff, and the writer of the squib that had so excited Barrow's ire, revenged the contemptible attack upon his associate, and gave Barrow so sound a caning that, so the *Bat* says, he lay upon "the ground and cried for mercy." If the police had not interfered, the *Times* man would doubtless had a chance to cool off in a convenient reservoir near. The "Coventry ring" must be credited with first blood, but, as they say in "The Mikado,"

"Here's a pretty mess.
Here's a state of things."

THE amount of ink that has been spilt in trying to show that the Springfield records are either correct, or not entitled to credence, would float a good-sized gunboat. It is hard for the men across the water to admit that we are beating them all the way round. But any one who has attended a Springfield tournament feels convinced that the times announced are beyond criticism. In the mean time, the discussion of the subject is getting monotonous, so I will drop it.

THAT Philadelphia gentleman who is just now giving to the cycling public, in the *Bulletin*, his impressions of the men he has met, considers me of enough interest, as a specimen of humanity, to be placed among his collection. His truthful portrayal of some of my physical defects is so charmingly realistic that I doubt not many an unfortunate cyclist, with very thin legs and a prominent nose,

will be taken for "London W." All such have my deepest sympathy. I am not disposed to quarrel with "Hal," for I certainly owe him a debt of gratitude for confining his criticisms to my most apparent defects, and leaving so many of my faults unnoticed. LONDON W.

CURRENTS CALAMO

The Choice.

Sequel to "The Season's Mount," 3 April.

In the early springtime,
While 't was bleak and cold,
Cyclers' thoughts were turning
To a subject old.
Then they did consider,
With increasing zeal,
Which held most of merit,
For one's private wheel.

Since the early springtime,
Months have flown away;
Crowded with their pleasures,
Seeming scarce a day.
Wonderful proceedings,
Now are in the past;
But the records 'established,
Destined are to last.

Through the dale and valley,
By the travelled road,
Tourists gay have eased them
Of care's weary load.
Joy and strength and gladness,
To the riders bring,
Their fair steeds of metal,
Fleet as feathered wing.

Nearer no solution,
Is the question old; —
Which wheel is the best one
For the rider bold?
But methinks the fittest,
For light men to budge,
Is the stanch and graceful
Wheel, "Light Roadster Rudge."

All makes have their uses;
Each as be it they claim;
But for good, light riders,
None like that I name.
I would not decry one;
Many makes are fine;
But for speed and pleasure,
None surpasses mine.

L. H. P.

THANKSGIVING is upon us. How many wheelmen will regard the proclamation and go to church?

CAN we not be as thankful for past favors by showing our appreciation of nature's gifts in the enjoyment of them?

CLUB runs will be in order. In order to preserve the eternal fitness of things, let them be carried out with a due regard for order.

BOSTON will have a surveyed course for road races next year.

SOMEBODY writes to the editor of the *BICYCLING WORLD*, asking over sixty questions about what he "would like to know," but from the foolishness of most of the questions, the editor might feel

justified in answering them *en masse*, by telling the querist that he evidently "would like to know," and is always likely to know, as little as possible. — *Chelsea Pioneer*.

THE Springfield photos. are very good. The best picture of English Webber shows him in a characteristic attitude, with his hands in his pockets, cap thrown back, and arranged in all the grandeur of a Tennis "blazer," standing, with Jack Prince, to see the start in the five-mile record race.

A. M. GOOCH, of West Newton, has invented a ball bearing.

W. W. STALL proposes to build machines to order next year. This is what we have long wanted. There is a good demand for the standard goods of manufacturers, and there is also a demand in certain quarters for machines which shall be built to suit the notions and demands of particular persons. Mr. Stall is well fitted for this kind of work, and we shall watch his experiment with a great deal of interest.

HARVARD COLLEGE does not show up well in wheeling. In every other department of athletics, she takes a leading position among the colleges.

THE League will undoubtedly fix upon 27, 28, 29 May, for the annual Meet. There is a strong desire for a three day's meet, and these dates will fall upon Thursday, Friday, and Saturday, and Decoration Day will be celebrated on the following Monday.

MR. A. H. OVERMAN, Mr. E. C. Hodges, and the editor, climbed Corey Hill last week. Modesty, and a shrinking from notoriety, led the party to a request that it should not go down on paper how far each got up, nor which went the farthest. Those who doubt the record may go out and look at the hill.

CHRIS WHEELER'S "Rhymes of the Road and River" has reached us, and fulfils all the promises of the advanced sheets, from which we gave a notice of the book last week. We hope to hear that Chris has had a liberal return for the outlay of time and money that he has put into the work, and we can guarantee a liberal return to any wheelman who will invest a two-dollar note in the volume.

CLEVELAND is already in line for a three days' tournament in 1886.

THIRTY-THREE members of the Cleveland Bicycle Club attended President Payne's wedding, last week. Two wheelmen were groomsmen and three ushers. The club gave him an elegant etching.

W. C. HERRING, New York, reports that a 52-inch Expert bicycle, No. 7775, 1884 pattern, was taken from his premises, 31 October.

PRESIDENT BATES has closed his connection with the *Detroit Post* and *Tribune*, with which paper he has been connected for twenty years, and he is to take

the editorial management of the *State Republican*, of Lansing, in January next.

GEORGE CAIN, of the Lynn Cycle Club, will soon attempt the feat of riding a bicycle down the steps of the Lynn City Hall.

THE Bermuda trip for 1886 is now fully outlined. The party will leave New York, 2 March, for a twenty days' tour. Mr. Elwell will have charge of the arrangements, and his experience will be of great value to the party. Frank H. Taylor, the artist and writer, will go with the party, and will write and illustrate the trip, and publish it in book form. The expense will be about \$80. which includes a ten days' stop at the Hamilton Hotel.

WILLIS FARRINGTON did not climb Mt. Vernon street on a tricycle, as reported. Another case of a record disallowed.

ON Thursday last Mr. W. A. Rhodes started from Arlington street, Boston, with the intention of breaking the hundred and fifty mile record. His plan was to go over the Boston course, and to add five miles or more by a detour. He was started at 10.25 by Mr. Bassett, who took his cyclometer. At the fifty-mile point, those who were stationed to take the time and the cyclometer were satisfied that the effort would result in failure, for at that time there was a gale of wind blowing. Rhodes arrived shortly after one o'clock, eleven minutes behind the record, and completely done up. He entered upon the task without any break-fast, and soon gave out, though he rode the first twenty-five miles in good time. He rode the same Victor bicycle that he has used in all his record runs, and it came through all right. At the fifty-mile point his cyclometer registered forty-nine and seven eighth miles, and had there been any prospect of beating the record, he would have been sent along for another eighth of a mile.

MR. JO PENNELL won golden opinions by his wonderfully smart oratory. He is another excellent specimen of the American wheelman, and hails from the same high class club as our friend London W., viz. the Boston. — *Globe*.

We were not surprised when the English papers fell into the error of locating Jo in Boston, but when a Boston paper follows in line, we expect to hear a howl from Germantown.

JO was spokesman in the attempt of the Germantown Club to introduce a "pure amateur" rule at the League Meet in Boston in 1881, and we think he never came near Boston after his defeat on this question.

ARTHUR YOUNG has returned to St. Louis from his Boston trip. He speaks in the highest terms of his treatment while East, and of the entertaining powers of the Boston Bicycle Club. He accepts his defeat with good grace. After leaving Boston, Young went to Springfield, where he was present at several of the record-breaking meetings.

Frank Westervelt tried hard to find a hill in the vicinity of Hartford and Springfield, which the St. Louis man could not climb, but was unable to do so.

THE *Chicago Tribune*, of 7 November, has an article on Wheeling, illustrated with portraits of leading Chicago wheelmen.

A. B. IRVIN (chairman), of Rushville, George P. Davis, Rushville, and Josh. Zimmerman, 39 South Alabama street, Indianapolis, have been appointed a touring board in Indiana, who will have charge of touring in said State, and who shall make survey of a route each year, and when expedient, conduct a tour over said route.

THE following is the account of Rhodes' record ride which was published in the *Globe*. We have italicized the correct statements in the item, and everything else is without a semblance of truth. "The day was a perfect one for wheeling and the roads in excellent condition. The start was made at Newton Centre, and the course was to be over some fine stretches of roads, which had been carefully laid out by Mr. C. R. Overman of the Overman Wheel Company, assisted by Abbot Bassett of the BICYCLING WORLD. There were a number of wheelmen present at the start, and everything seemed favorable for excellent time being made. Rhodes started off at a good gait, accompanied by several wheelmen as pacemakers. After he had ridden twenty miles, something about his machine broke, forcing him to decrease his pace considerably. He continued on for a few miles farther, and then concluded to give up, deciding that it would be useless to ride farther with the broken machine."

THE Racing Board has accepted such of the Springfield records as come under their supervision. These are the amateur bicycle and tricycle, and the amateur tandem. The board does not recognize safety records, nor does it have anything to do with professional records.

MR. DUCKER'S report on the Cripps case finds that he did not make pace for Wood, but winds up as follows: "From the evidence gleaned, I am of the opinion that R. Cripps did break the spirit of the law, although he did not break the letter of the law, and would recommend that in the future all amateurs practising on the track at the time of any attempt of a professional to break a record, shall be declared a professional, and his amateur standing be forfeited. I consider the case of R. Cripps (if not intentional) one of gross carelessness, and an act which a man of the racing knowledge of Mr. Cripps certainly could not have been ignorant of."

PRESIDENT WILLIAMS, of the Massachusetts Club, has presented Capt. Ford, of the Citizens' Club, with a group of the club as it appeared on its recent run to Lexington. The club has voted to pre-

sent the Citizens' Club, of New York, with an elegant series of photographs of the former's room in Newbury street.

COREY will sail for home, 14 November. His visit to England has been productive of good results.

THE English doubters are making a great cry over what they call a doubt regarding certain records expressed by the *Wheel*. The *Wheel* expressed no doubts. It simply said that, in view of the large number of records being made, it should await the action of the Racing Board on all such. Is this a doubt?

W. A. ROWE has decided not to become a member of the Massachusetts Club.

THE North Adams Bicycle Club is contemplating erecting a large gymnasium.

NEILSON is keeping himself in good trim by racing at skating rinks on a 40-inch Club safety bicycle.

COL. A. A. POPE moved into his new house, 378 Commonwealth avenue; last week. It occupies a delightful site, just within the boundaries of the new park.

THE Missouri Bicycle Club has made a contract for building a clubhouse, at a cost of \$10,000, to be located on Cardinal avenue. The club will pay an annual rental of eight per cent on the cost of the building.

DR. W. G. KENDALL has pushed his bicycle upwards of 3,500 miles since 1 January, and is confident of passing the 4,000-mile mark before the end of the year.

JOHN S. PRINCE and T. W. Eck are planning for a series of races at St. Louis skating rink. A St. Louis exchange has this to say regarding them: "It is needless to say that such contests are not under the auspices of any of the local clubs, nor do they countenance them. They can hardly be beneficial to cycling, and Prince, if he wishes to sustain his reputation as champion of America, could be in better business than racing with a man of Eck's characteristics."

WHILE riding from Boston to Brighton, to witness the finish of McCurdy's recent attempt at breaking the twenty-four hour record, a friend of the latter's picked up from the road an old and rusty horseshoe. He has since had the shoe plated and hung up as an omen of good luck.

A FEW days ago Mr. Willis Farrington of the Boston Club rode a tricycle from Lowell to Providence in nine hours, including several stops. The distance covered was about sixty-four miles.

CAPT. C. P. SHILLABER, of the Massachusetts Club, has announced that he will not be a candidate for re-election next season. Messrs. A. D. Peck, Jr., and one or two others are spoken of as his successor.

MANAGER MCKAY of the Highland Rink intends to offer a prize valued at \$50 to the winner of a series of three-mile bicycle races.

THERE will be a two-mile amateur race for wheelmen at the Highland Rink Thursday evening.

A STAGE is to be erected in the Massachusetts Club rooms for the purpose of dramatic entertainments.

IT is rumored that Hendee will settle in St. Louis.

A BOX of cigars has been laid on our table this week by one for whom we spoke a pleasant word. Kind words cost nothing, and we are always glad to utter them. In this case the fact that the one of whom we spoke is a stranger is well proved by the fact that he sent us a box of cigars. Our friends will enjoy them.

THE Elizabeth (N. J.) Wheelmen claim a riding record for nine months of 28,965 miles. L. B. Bonnett leads the list with 2,255 miles. Mrs. D. B. Bonnett has a record of 648 miles.

THE objection to the *Cripper* form of tricycle for ladies' use lies in the awkwardness of mounting from the back. The *Cunard* "Lady's *Cripper*" is fitted with a handle-bar, one half of which can be depressed by releasing a catch, and allowing the bar to hinge downward. This leaves ample room for the lady to mount from the front.

THE *Boston Globe* and a correspondent of the *Wheel* assert that the *Clipper* will not allow records made against time to displace records made in competition. The *Clipper* has never taken such a position.

MRS. ELIZABETH ROBBINS PENNELL will contribute articles to both *The Century* and *St. Nicholas* next year, and these will be illustrated by Jo Pennell. In the *St. Nicholas* the four great schools, Rugby, Eton, Harrow, and Winchester, will be described, and "A Tricycle Pilgrimage to Rome" will appear in *The Century*.

MR. S. T. CLARK, of Baltimore, sailed for England, 31 October.

DAN CANARY has captured London. They have seen how well our fancy riders do, and now we should send them over a fast man or two.

THE *Cyclist* Christmas number is now well in hand, and promises to eclipse all former efforts.

Wheeling promises an annual that will be ahead of anything before issued in this line.

PERCY A. NIX rode two hundred and fifty-four miles in twenty-four hours, on a *Facile*, 20 October.

WM. BOWN announces soon to appear a new ball bearing for sprocket wheel bearings on safeties and tricycles.

THE annual Kangaroo road race was run 19 October, and was won by Mr. E. Hale. His time for one hundred miles was 6.39.5. W. Travers finished first at the 50-mile point, and his time was taken for 3.15.39. There is some doubt about the length of the course, and it is to be measured; but to make sure of going one hundred miles, Hale rode six hundred

yards beyond the finish line, when his time was taken at 6.42.19.

ON the arrival of the "Gallia" at Liverpool, a delegation from Leicester met Howell. He left Liverpool in company with Mr. H. D. Corey of this city, and as the train ran into the Leicester station, they found it filled with Howell's townsmen, who had come to welcome their champion back.

THE Humber pattern tricycle has never found the favor with road riders that it would gain were its steering less sensitive. But now comes a Bristol manufacturer, who proposes to make it less sensitive, and at the same time give the rider control over the backbone. The backbone is fixed to the head, instead of working in it, and the neck is on the front frame instead of on the backbone. Three small cog wheels are then made use of, one being attached to the lower end of a vertical steering rod, which passes through the backbone. One is fixed under the centre of the head, and the other fastened to the neck, thus gearing down and controlling the steering.

KNIGHT L. CLAPP, John C. Gulick and Elliott Mason, all members of the Citizens' Bicycle Club, of New York, started last week, Wednesday, with the intention of cycling to Boston. They set an easy pace, and had an exceedingly enjoyable ride. They reached Springfield Saturday evening, and taking the cars from there to Worcester, passed the night in the latter city. Sunday morning they set out for Boston, reaching here at six o'clock, P. M. Monday evening they returned to New York by rail. The distance covered on the cycles was about two hundred and fifty miles.

THE Lynn Cycle Club gave a banquet to Wm. A. Rowe, Thursday evening.

RACING NEWS

THERE is no twenty-five mile road record, and, with a view to obtain one, Dr. W. G. Kendall is arranging for a race to take place on Thanksgiving Day over a course to be laid out. The race will be started at 9.30 A. M.

MINNEAPOLIS, 10 November. In a five-mile bicycle race between Grant Bell, of this city, and William M. Woodside, tonight, Bell won by forty feet. Grant rode a 45-inch Star, and Woodside a Rudge Safety machine. Woodside did not arrive from Chicago until three o'clock to-day, and had only fifteen minutes' practice before the race. Woodside will remain here several days and another race is probable. The purse was \$100. The total time was 17.53. This makes Bell a professional.

Record Reducing.

THE Springfield record breakers are still at it, and the figures are coming

down. These attempts show what persistent work will do, and in view of the way these men have gone to work, it does not surprise us that they show such results.

SPRINGFIELD, 4 November. Hendee, at four o'clock P. M., made an attempt to break the quarter and half mile tricycle records. The heavy wind of the morning had entirely disappeared, and as he came down to the tape on his Victor racer, ready for the start, everything seemed to be in his favor. Getting a fine push off, he bent to his work, and before he had rounded the curve of the track was going at top speed. Nearing the quarter he put in a little extra speed, and passed the pole in forty-two seconds. Here he was picked up by F. R. Brown, who set a rattling pace the rest of the way. As Hendee neared the wire his anxious friends rushed up the track and cheered him on, and he spurted over the tape in 1.21 $\frac{1}{2}$. The best previous amateur records were those made by Cripps in an exhibition mile during the late tournament, — 43 $\frac{3}{4}$ for the quarter, and 1.25 for the half.

After ten minutes' rest Hendee again appeared, this time mounted on his bicycle, and announced that he would try to break Rowe's record for the quarter — 36 $\frac{1}{2}$. Starting with a rush around the corner, he made for the quarter pole at his best gait, Brown picking him up as he shot into the back stretch, but in spite of all his endeavors he failed to reach the quarter quicker than 37 $\frac{1}{2}$ missing the record by 1 $\frac{1}{2}$.

• SPRINGFIELD, 5 November. — The weather was superb at Hampden Park this afternoon, and the announcement that Hendee, Rowe, Ives, Brown, and Williams would "certainly appear" drew out a large number of enthusiasts and lovers of the sport. Hendee attempted to lower the quarter-mile record, but did not succeed. Brown gave up his attempt for the ten-mile tricycle record after wheeling a mile, claiming that the wind was too high. His record as far as he went was, for the quarter, 49; half, 1.38 $\frac{1}{2}$; three quarters, 2.26; mile, 3.19. It was then announced that Hendee would make no attempt for records, and Rowe got on his racing costume for an attempt at the quarter mile. Hendee, however, took a practice spin and decided to try for the quarter, and soon after appeared. He got a wretched start, but recovered finely. His poor start, however, had too badly handicapped him, and he made the quarter in 36 $\frac{3}{4}$, one fifth of a second slower than the record.

The officers were as follows: Referee, A. E. Worthington; judges, H. P. Merrill, M. B. Breck, E. D. Curtis; timers, H. W. Collins, L. Atkins, E. M. Wilkins; scorer, W. N. Winans; starter, M. D. Gillett. Rowe then appeared on the track, Illston coming down the home stretch on a flying start. He passed Rowe, who got a good send-off, and travelled for all he was worth up the back

stretch. He came under the wire in 35 $\frac{1}{2}$, and when the time was announced a great cheer went up. The record of 36 $\frac{1}{2}$ is broken, and in fine shape, too.

The officers of Rowe's race were: Referee, A. E. Worthington; judges, H. P. Merrill, C. H. Parsons, E. D. Curtis; timers, H. W. Collins, W. N. Winans, E. M. Wilkins; scorer, M. D. Gillett; starter, A. L. Atkins.

SPRINGFIELD, 6 November. — There were about the usual number of interested spectators on Hampden Park this afternoon. The racing did not start until about three o'clock, when F. R. Brown appeared to attempt the ten-mile tricycle record. Ives and Hendee acted as pacemakers. Brown started with Hendee as pacemaker for the first mile, when Ives took him the second, and this alternation was continued. On the fourth mile Hendee borrowed Williams's tricycle and set the pace on that machine in good shape. Just after rounding the lower turn, Brown struck the curb, upsetting himself and slightly damaging his wheel, which caused him to abandon any further attempt. He was only slightly bruised. Following is his time by miles: Quarter, 50 $\frac{1}{2}$; half, 1.39; first mile, 3.15 $\frac{3}{4}$; second, 6.36; third, 9.56; fourth, 13.29 $\frac{1}{2}$; fifth, 16.35.

After Brown's accident, Williams, the colored tricyclist, started for the ten-mile record on a Quadrant. Illston was pacemaker for the first mile, and Adams started on the second mile. Williams came under the wire at a pretty good jog, and Adams being rather slow in starting, Williams ran against his wheel and was upset. Williams, however, sprung up and righted his machine, and started off again. Williams's time above five miles takes record: 6 miles, 20.51 $\frac{1}{2}$; 7 miles, 24.24 $\frac{1}{2}$; 8 miles, 27.53 $\frac{1}{2}$; 9 miles, 31.26 $\frac{1}{2}$; 10 miles, 34.50 $\frac{1}{2}$.

KANSAS CITY, 27 October. — Races by the Kansas City wheelmen at the fair grounds. *One mile novice*, — H. G. Stuart, 4.15; W. Exley (2), by 10 yards; one mile, C. B. Ellis, 3.45; N. T. Haynes (2), by 2 yards; H. Ashcroft (3). *One-mile handicap*, — H. G. Stuart, 4.40 yards, 3.15; H. Ashcroft, scratch, 3.33; C. B. Ellis, scratch, 3. *Half-mile Consolation*, — N. T. Haynes, 1.41; H. Ashcroft (2).

NEW YORK, 3 November. — The fourth annual road race of the Ixion Club was ridden 3 November, from the Peabody House, Yonkers, to the clubhouse, Fifty-ninth street, and the Boulevard, New York City, — about fifteen miles. The road was in good order as far as Kingsbridge, but the remainder heavy; wind fresh, against the riders. E. S. Robinson, 1.11.1; P. M. Harris, 1.12.11; J. H. Tripler, 1.20.

NEW YORK, 3 November. The Kings County wheelmen, Harlem, — Hudson County, and Brooklyn Clubs participated in a team race. Each club presented four men. The first man in counted six-

teen points, the next fifteen, and so on, the club aggregating most points taking the prize. The Harlem wheelmen scored forty-one points, and received the cup, which was of silver, elegantly engraved. The Brooklyns scored thirty-six points.

JOHN C. WETMORE and D. B. Bonnett, of Elizabeth, N. J., claim a fifty-mile tandem road record. 31 October, they rode a Humber tandem over a course laid out two and a half miles in length, which with a return made a total of five miles. It was intended to run a century, but only fifty miles were covered on account of a strong wind. At the end of the tenth circuit, fifty-one and one-quarter miles were found to have been covered. The times were: —

5 miles,	0 hours,	26 minutes.
10 "	0 "	51 "
15 "	1 "	13 "
20 "	1 "	39 "
25 "	2 "	7 "
30 "	2 "	32 "
35 "	2 "	59 "
40 "	3 "	27 "
45 "	4 "	10 "
50 "	4 "	41 "

GRANT BELL, the Minneapolis Star rider, has decided to turn professional. He is to ride a series of five-mile races against Woodside for a purse of \$100 each race.

WHEEL CLUB DOINGS

BOSTON. — At the recent meeting of the Massachusetts Club, five new members were elected. A committee, consisting of A. D. Peck, A. E. Pattison, and F. Alcott Pratt, was appointed to arrange for an entertainment, to be given soon, at the Olympian Club skating rink. It will be, probably, a fancy dress carnival and bicycle parade. The Club committee was instructed to forward to the Citizens' Bicycle Club some fitting souvenir to commemorate the recent visit of the Massachusetts Club to New York.

JAMESTOWN, N. Y. — Officers elected by the Jamestown Bicycle Club: President, Robert Hazzard; vice-president, Charles E. Gates; secretary, Ed. R. Dempsey; treasurer, Frank Reed; captain, Charles E. Gates.

BOSTON, 4 November. — The regular monthly meeting of the Boston Club was held this evening. President Hodges presided, and there was a good attendance. The treasurer's report showed the finances of the organization to be in a flourishing condition. Six new names were added to the membership rolls. An exhaustive report of the recent hill-climbing contest, held at Corey Hill, Brookline, was read by Dr. W. G. Kendall, chairman of the committee of arrangements. The club tendered him a vote of thanks for the successful manner in which the affair was conducted. A discussion followed regarding the recent 100-mile race of the club,

THE STAR

ON TOP AGAIN!

The STAR has done some remarkable work on the Track this year, including TWENTY MILES WITHIN THE HOUR, capturing THREE of the NATIONAL CHAMPIONSHIPS, but owing to the recent smashing of the records, we withdraw our lesser claims for the present.

Our Road Records stand at the head, however, and were made in regular contest.

The annual 100-Mile Road Race of the Boston Club in 1884 was won by Geo. E. Weber in 9 hours 20 minutes, and in 1885 in 6 hours 57 minutes. The last race was run over a new course, which proved three miles short. The time, however, is considerably more than two hours shorter, showing vast improvement of machine and rider.

In hill climbing we beat the world. The only important open hill-climbing contests in this country were those given by the Boston Club in 1883 and 1885 at Corey Hill.

In the first contest some nine riders competed, but Burt Pressey was the only one who succeeded in reaching the top, being mounted on a 51-inch STAR. His time was 4 minutes 41½ seconds.

The last contest took place on Saturday, Oct. 24, and resulted in a victory for the STAR in 3 minutes 24½ seconds; Mr. Stall, mounted on a 54-inch STAR, beating the next man by 10½ seconds. The leading makes were all represented in this trial, and competitors were present from all parts of the country, the winner being the only Boston man in the contest.

The immense cuts made in the time show to what perfection our road machines have attained; and as Cycles are generally used on roads and hills, we consider our best Road and Hill records as proof of the value of the STAR as a practical Road Machine,—fast, being easily propelled, and safe, while decidedly comfortable.

THE H. B. SMITH MACHINE CO. - - Smithville, N. J.

W. W. STALL, Sole Agent for Boston and vicinity.

THE APOLLO'S RECORD

— OF —

211½ MILES IN 24 HOURS

HAS BEEN BEATEN, BUT NOT THE

APOLLO

Itself, as it Remains Unsurpassed by any Wheel
on the Market.

At Providence, Sept. 22, W. A. RHODES, of Dorchester, rode a 57-inch
APOLLO ROADSTER, making a mile in 2 minutes 41 seconds.

— — — — —
New Invoice of Apollos Just Received.
— — — — —

SAMPLE SPRINGFIELD TANDEM

IS NOW ON EXHIBITION.

CALL AND INSPECT.

Send For Second-Hand List.

— — — — —
W. B. EVERETT & CO.,

6 and 8 Berkeley Street - - - BOSTON,

SOLE UNITED STATES AGENTS.

"I ride the Victor, because I think it is the fastest bicycle made."

GEO. M. HENDEE.

NOTE WHAT THE QUADRANT HAS DONE!

The QUADRANT Tricycle has been ridden up COREY HILL faster than any other, and with a higher gear.

The QUADRANT Tricycle has been ridden 25 Miles on the road in 1 Hour 45 Minutes.

The QUADRANT Tricycle holds the 50-Mile Road Record in 4 Hours 27 Minutes.

The QUADRANT Tricycle holds the Path Records for 6, 7, 8, 9 and 10 Miles. What other Tricycle has so good a record?

J. A. R. UNDERWOOD - - Washington Street, Dorchester - - BOSTON, MASS.

the course of which proved several miles short. A committee, consisting of J. S. Dean, E. G. Whitney, and Freelon Morris, was appointed to investigate the affair, and make a full report at the next meeting. A committee was appointed to consider the expediency of laying out a course for future road races, and having it properly surveyed. The resignation of Capt. Harrison was received and accepted. A vote of thanks was tendered the retiring officer for his labors in behalf of the club in past years. The election for a new captain resulted in the choice of First Lieut. W. H. Edmands. Second-Lieut. D. N. C. Hyams was promoted to the first lieutenancy, and E. G. Whitney was elected to fill the office of second lieutenant. The members present were entertained with refreshments provided by the newly elected officers.

THE Taunton Bicycle Club held its annual club meet and races on Thursday, 29 October, the weather being very unfavorable on account of strong wind and rain, making the track very heavy. J. M. Hardy won the five-mile race; time, 20.57. George Williams won the one-mile race; time, 3.45. The races were closely contested and very interesting.

THE Springfield Club held a meeting last week, at which Secretary Fisk reported the profits of the tournament as over \$3,000. Messrs. Irving, Quimby, and A. L. Atkins, of Boston, were elected to membership. The club adopted the L. A. W. uniform.

THE Charlestown Club will give its third annual ball, 28 January. The club has thirty members, and is in a very prosperous condition, under the management of Capt. Vivian.

THE Los Angeles Wheelmen organ-

ized 29 September, 1885, and have a charter list of ten members, no outsiders having yet been admitted. Below will be found a list of officers: G. A. Von Brandis, president; D. C. Wilgus, vice-president; R. C. Woodworth, secretary-treasurer; Nathan White, captain; O. C. Smith, lieutenant; J. F. Plank, bugler.

THE officers of the Tioga, Pa., Cycling Club are: Clarkson Clothier, president; George D. Gideon, vice-president; J. Howe Adams, secretary-treasurer; John F. Simons, captain; John C. Boyd, lieutenant; Dr. E. Van Deussen, John F. Simons, E. A. Wright, C. N. Dunham, and J. Howe Adams, club committee.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 103 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.
Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Jno. R. Clark, Des Moines, Ia.

APPOINTMENTS.—Hotel for Canton, Ohio, the Barnett House; hotel for Harrisburg, Pa., the Bolton House, Second street; recommended hotel, City Hotel, Camp street, New Orleans, La.; consul for Canton, Ohio, Jos. A. Meyer, 37 No. Market street, Canton, Ohio.

TO CORRESPONDENTS

W. F., LOWELL. The record will not be allowed. We did not propound the query. Could n't get there.

FRANK H. WILLIAMS. Thanks. Our friends will enjoy them.

J. H. STONE. Cover the bright parts with vaseline and they will not rust.

H. S. Take off the brake and scrape it down.

S. E. T. It is called automatic, because the steering wheel is held straight. When it is turned, a spring draws it back into place.

H. E. Have written letter.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 59-inch Columbia Light Roadster; full nickel, except rims; Aëolus ball pedals; good as new, and perfect in every respect; used about forty miles; price, \$125 cash. S. T. CLAR & CO., Baltimore.

WANTED TO BUY.—One 54-inch Victor Bicycle, 1885 pattern. Address ROBT. RODES, Jr., No. 40 N. Cherry street, Nashville, Tenn.

FOR SALE.—One 56-inch full nickelled Expert bicycle, in good condition. Will sell cheap; reason for selling, want a smaller wheel. Address F. O. FOSTER, Cuttingsville, Vt.

FOR SALE AT A BARGAIN.—One 52-inch Royal Mail Bicycle, 1885 pattern, complete, with Butcher Cyclometer; in perfect condition; only ridden a short time by an experienced rider. Address, BOX 188, Lawrence, Mass.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

FOR SALE.—One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCARCE, Lexington, Ky.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE.—A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

SCIENTIFIC AMERICAN

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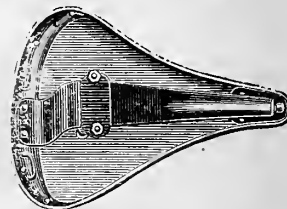
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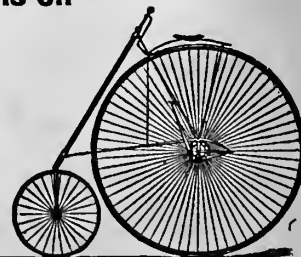
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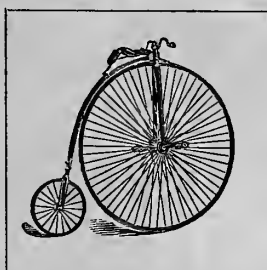
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 20 NOV., 1885.

THE year 1885, now nearly gone, has been, so far as tricycles go, a year of experiments. No one type of machine has led the market, and new forms have come in for trial. Two years ago the loop-frame machine was the popular one, then the two-track shared honors with it, and last year the T-frame was the favorite. This year the small-wheeled handle-bar steerers have come in, and we believe they have come to stay. With so many different kinds in the market, it is hard to tell which possesses the most advantages. All have their good points and all have weaknesses. He who can assemble the one and reject all the others will be fortunate. We believe the machine of 1886 must have small

drivers, a large steerer, handle-bar automatic steering, and a strong and simple hand brake.

A CERTAIN club man, in a not very remote city, complained to us the other day that our journal did not give his club a fair share of notice, and stated that other clubs were continually being noticed. This gave us a good chance to tell him that the "other clubs" made a point of keeping us supplied with items regarding what was going on in club circles, while from his club we never got a line. The moral of this lies in the application.

WE wish that American manufacturers might consider carefully the suggestions made by "Faed" in his communication anent the Stanley and Speedwell shows. It would be greatly to the advantage of the manufacturers to be represented by an exhibit of their goods at these shows, and the expense would be inconsiderable.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Size of Wheels.

Editor Bicycling World:—In reply to correspondent who asks for proper size of wheels for tricycles, I wish to say that in my opinion 40 or 42 inch is the right thing. I have been riding a 42-inch wheel, and I find it light, strong, and not at all "bumpy." I do not soil my sleeves with dirt from the tires, and I am never afraid of buckling a wheel. My machine weighs seventy-five pounds, and is eminently satisfactory. I cannot think of anything that would lead me to desire an increase in the size of the wheels.

H. S.

Wheel Size.

Editor Bicycling World:—Every lady swears by her own sewing machine, and every gentleman swears by his own tricycle. Having ridden a machine with 40-inch wheels, I am ready to declare that size to be the right one. There may be prejudice in this, but I am so attached to my wheel that I would not take a 50-inch as a gift.

QUADRANT.

Size of Wheels.

Editor Bicycling World:—In regard to the size of wheels, I desire to answer your correspondent to the following effect. It has been found by long experiment that the 50-inch wheel is the best

for tricycles. Every departure from that size is an experiment, and I do not care to enter into the service of the manufacturers, and help them experiment. When you go up from fifty inch you get a weak and a heavy wheel in the ratio of the increase, and when you go down you get bumpity, bumpity, bump in the ratio of the decrease.

F. E. C.

Class Racing.

Editor Bicycling World:—At the last officers' meeting of the L. A. W., Mr. Kirkpatrick said he saw in a strict classification of riders the solution of the makers' amateur problem. "For," said he, "It will reduce the number of races the men can go into, and thus take away their advertising value." I think this is a very pretty theory, but like all the theories that have been erected to break down the makers' amateurs, it will be futile. Does he suppose that Hartford and Springfield will make out lists of races that will not attract the makers' amateurs? Nonsense! The promoters of big tournaments will get the men, all rules to the contrary notwithstanding. Without the best men there will be no profits, and men are not going into the tournament business to lose money. See if they do.

RACER.

An Article on Gaul.

Editor Bicycling World:—This essay is not on ancient Gaul, but modern. Its development has been in much greater ratio than that of bicycling, to which it particularly refers. To speak plainly, I wish to call attention to the increasing evil of borrowing some one else's machine for a few minutes when the rider happens to be dismounted.

The "man of gaul," and he is a multitude, seizes his neighbor's wheel, mounts it, and proceeds to "try," according to his ideas, without regard to whether it is agreeable to the owner. The "gauly" man is generally the possessor of a fine, cone-bearing Standard, of the vintage of 1879, and he cheerfully allows anybody to get on to it, provided he can meanwhile be getting his work in on any specially nice wheels which may be in the party. He gets on to Smith's new bicycle, and thumps it about in a way that the owner would not do in his wildest moments, and tries Jones's Star, although he probably never attempted to mount one before,—Jones, meanwhile being obliged to stand by and see his machine tumbled about. Robinson's tricycle or tandem now takes his eye, and mounting with easy grace, he "bangs the stuffing" out of it in short order.

Now this business goes on every day; everybody, with very few exceptions, doing it in a greater or less degree. The owner of the machine stands by, with a mistaken courtesy, and receives his machine with enamel scratched and perhaps some repair, more or less expensive, to make, without any offer on part of "gaul" to make good the damage.

If he is keeping an accurate cyclometer record, and some confounded booby gets on and runs his wheel even a quarter of a mile, it knocks his calculations out, and unless he keep a strict watch, his reckoning is found wrong.

We call to mind one case where a party took a loop-frame machine, and bent the backbone of the small wheel so that it could not be fixed. This took twenty-five dollars out of the machine. Another case: Two fellows took a Sociable and smashed it up. In neither case did the "men of gaul" offer payment for the damages. These two cases happened at the reservoir, and an inquiry among the dealers and at the club wheel rooms shows an aggravating spirit of interference on the part of riders and the public generally, who consider it the proper thing to "try" every wheel they can get their hands on. We fail to see why any greater familiarity should be attempted with a man's bicycle or tricycle than with his wagon or carriage. When a carriage is left at a hotel, it is carefully put away, and nobody thinks of troubling it; but let a tricycle particularly be left about, and everybody, from the bar-keeper to the stable boy, has a whack at it. The evil is growing. Even now it is well rooted, and we must teach meddlers to let our wheels alone, before it gets to be perfectly unbearable. *

The Law.

Editor Bicycling World:—Mr. J. S. Dean comes down on me heavily with quotations from the law books to show that I was wrong in my statement that Massachusetts restricted speed in riding to six miles an hour, and he quotes the ordinances of the city of Boston wherein one is allowed to travel seven miles an hour in the city streets, and twelve miles an hour in the outlying districts. Admitting my mistake, what is shown? Only that the infraction of the law is less in degree, and the courts do not generally consider the degree except that they make the penalty perhaps lighter. When Rhodes made his fifty-mile record in 3.32, he rode over roads and streets that come under the seven-mile and the twelve-mile limit. A pencil and slate will determine whether he violated the law. Does Mr. Dean think that McCurdy kept within the law in making his 255½ miles in 22.30? Did Webber keep within the limit in his hundred-mile run? Mr. Dean's suggestion that the League regulate road racing "out of existence" is absurd. If Mr. Dean were to get up a race, and the League should try to stop it, I think he would not be slow to tell the officers to mind their own affairs. I am very glad that so able a lawyer as Mr. Dean has come to my assistance to show that road races are in violation of law.

L. A. W.

Handicapping.

Editor Bicycling World:—If X. Y. Z. would take things as they are, and not as he thinks they are or ought to be, he

would not write as he did in your last issue. He says: "No allotment of starts who valued his reputation would confine himself in placing his men on their public performances if he had reliable information that they could ride faster than their recorded time. Every handicapper does or should use his judgment of what his men can do. If such were not the case, one man could handicap as successfully as another. If records alone were relied upon, it would be a mere matter of mathematical calculation where to place the entries."

Let me ask Mr. X. Y. Z. if he ever saw handicapping done in America on the abilities of the men and on the judgment of the handicapper. I never have. At Springfield and at all of the large tournaments men were handicapped on their records. Baird had a book full of records, and he used only these in handicapping. He never used his judgment, and I don't believe he has got any. I would like to ask X. Y. Z. where comes in the difference between handicapping and classifying? He says that men should be classed on their records and handicapped on their abilities. On this theory, then, if a handicapper knows that a man can do 2.45 he should frame his handicaps accordingly, but he would also class him in the 3.10 class because he has no public record. Where comes in the difference? Will X. Y. Z. elucidate? DUFFER.

Tricycle Run.

SUNDAY morning witnessed a gathering of lady and gentlemen tricycle riders, at the residence of W. W. Stall, in Brighton, and the line of march was taken through Newton, via Crafts street to Waltham, around Crescent street, by the watch factory, and over to Auburn-dale, from whence Newton Centre was reached by a direct crosscut, and surmounting the Great Hills, and wheeling through the reservoir and down Chestnut Hill avenue, the party arrived at the Faneuil House, where dinner was partaken of, the party numbering nineteen, including five ladies.

The cavalcade was most imposing, consisting of three tandems and five single trikes, wheeling in double column, under command of the "Veteran," and eight bicycles under the generalship of Grand Commander Munger, who speedily organized a drill squad and put his force through various evolutions at the waiting points, greatly to the delectation of the natives, to say nothing of the party.

Dinner was very much enjoyed, and mine host Balch is to be complimented on his satisfactory menu served at an exceedingly reasonable price.

After dinner a few moments was spent in social chat, when the homeward run commenced. The party accompanied Mr. and Mrs. Hopkins to Central square, Cambridge, and separated, some accepting Mr. H.'s invitation to extend their

run to his home at Wellington, and others returning to Boston.

A beautiful day and succession of agreeable incidents, combined with a fine dinner, made this one of the most enjoyable runs of the year. Distances covered varied from twenty to thirty-five miles, and no one seemed the worse for fatigue. Verily the mixed run has proved a grand success on each of its trials, this fall. Commencing with the "Minimum," we have found the maximum of pleasure.

One Hundred Miles in Seven Hours Fifty-Two Minutes.

A. A. MCCURDY, of Lynn, who holds the twenty-four hour record, succeeded in breaking the 100-mile road record on Monday last. He started from Newton Centre at 9.08.30 in the morning, and went four times over a 25-mile course, from Newton Centre to the great sign-boards, back to Newton Centre, thence to Needham and Dedham, and back to the starting-point. His pacemaker for the first fifty miles was L. D. Munger, of Detroit. The first twenty-five miles he made in 1.34. He made a desperate attempt to beat the 50-mile record, but the wind was so strong that he was unable to do it. He covered that distance in 3.36½. The record is 3.32, 20½. The second fifty miles McCurdy was accompanied by David Drummond, of Cambridge, as pacemaker. He finished at just five o'clock, having made the one hundred miles in 7.51.30, beating the best previous record made by C. E. Stone, of St. Louis, 8.28. He was checked at various points, the checkers being Carroll, of Lynn, J. R. Stevens, of Newton Centre, and E. Hoar, of the Faneuil House. The wind was very strong, and at times almost a gale.

Corey in Coventry.

WE are given permission to print the following personal letter, and we do it with pleasure.

My Dear Fellow:—Am once more in Coventry with plenty to do. Last year I thought I had things straightened out, but goodness knows, everything is topsyturvy again. The machines change every year, and one has to keep sharp watch or somebody gets ahead of you. I find there is very little change in bicycles, except in a few minor details, and strange to say, the largest sale is among the highest priced machines. The competition is very keen, but the experienced riders know that a cheap machine is dear at any price; and where there is a reduction in price a decrease in quality and workmanship always follows. A great stir is being made in the Safety type, as the sale of this style has been tremendous, hurting the tricycle trade very much. This has only been their first year, and in spite of the croakers they have stood the test successfully. A great many styles are being made, but the two types that will lead all others are the Rudge Safety and

the Rover. The Rudge is simply a small geared up bicycle with a lower fork extension for the chain and wheels, which arrangement insures perfect safety, with no loss of speed or power. The Rover is fitted with two large wheels of about equal size, the pedals and saddles being almost in the centre, and driven by a chain extending from the centre to the rear wheel. Howell's mile in 2.43 on the Rudge Safety, Golder's fifty miles in 3h.5m., and Hale's one hundred miles in 6h. 39m. on a Kangaroo, leaves no doubt but that for speed and power they are equal, and may in time surpass the ordinary bicycle. The changes in tricycles are also very apparent, but in general the trade appears much more settled. The two track has gone by, and I think two of the most popular machines of the day are the Cripper and the Quadrant. Bicycle steering is all the rage, and a Quadrant of this description with its large front wheel is a machine that won't take much start off from an ordinary bicycle if any. At the Mechanical Exhibition, held here in Coventry last week, about all the makers sent their latest goods, which gave me a very good opportunity to examine what is to come.

Coventry is just the same as last year, with the exception that several dealers are enlarging their works preparatory to a large trade next year.

The makers' amateur question is being strongly agitated, but in my humble opinion the more they argue the case the worse they make it.

Mr. Woodcock, of Rudge & Co., gives a private dinner to-morrow night to Howell, Chambers, Marriott, Adams, Cooper, Webber, and a number of others, including myself, in honor of the record-breaking performances which have been accomplished on Rudge machines.

Canary is creating a tremendous sensation in London, and his performances are looked upon as simply marvellous. To say he has made a hit don't half express it.

Shall go to London to-morrow to see him, and then to Paris. Am afraid if I want to do any riding, I shall have to do it in France, as the weather is very bad here just at present.

Have seen a number of the riders who visited the States this year, and they all speak in high praise of their treatment. One thing is certain, *the records will stand, and no mistake*. Think I shall be able to catch the Umbria, sailing 21 November. H. D. COREY.

COVENTRY, 1 November, 1885.

The Trade in England.

OUR season being now over, — only winter riders continuing on the road, and absolutely no racing now remaining, — the workshops are occupied chiefly in preparing next year's patterns for the Stanley and Speedwell exhibitions, the dates of which have not yet been announced. The Surrey Machinists' Company have already got several show machines ready, including a 56-inch

racing bicycle, weighing eighteen pounds, and a Humber-pattern racing tricycle, to scale thirty-five pounds. The former machine has a new patent for preventing the screw-nipples splitting open the washers inside the rims, the means adopted being a miniature funnel-shaped split socket surrounding the spoke-end; and its backbone tube, instead of being closed around the neck, is left open, a few spare spokes being thus portable inside the backbone. The tricycle axle is unlike Humber's pattern, the balance gear being in the middle, and the axle supported by four bearings and a parallel tube.

Nothing has yet transpired as to the intentions of the trade regarding the exhibitions; but from the breakdown of the attempt which was made last year to Boycott the Stanley show, and also by reason of the keener competition now existing, I anticipate that the annual displays will be more complete and successful than ever.

Three races have been held on the road, by firms in the trade, since I last wrote to you. The first was the long-expected hundred-miles race on Rover safety bicycle, promoted by Starley & Sutton. This was favored by good dry roads for nearly all the way, and a favoring breeze, although the air was unseasonably cold. S. Golder made the first fifty miles in the best recorded time, 3.5.34, but both he and E. Hale, who came second, met with mishaps in no way affecting the safety or quality of the machine, Golder's spring breaking, and Hale's pacemaker colliding with him, so that George Smith ran in winner at the end of the hundred miles, his time being 7.5.16 — best on record to date.

Immediately upon the result of the Rover race being known, Hillman, Herbert & Cooper announced an "annual" race of one hundred miles, on Kangaroo safeties; and after an almost endless series of chopping and changing, postponements, and waiting for a fine day, they were lucky in getting a dry day, with a very strong wind in their favor, and by mounting nearly all the competitors on new racing Kangaroos, they succeeded in regaining the record, E. Hale winning in 6.39.5. Neither G. Smith nor S. Golder competed.

It is the opinion of a great many competent judges that but for Golder's spring breaking, he would have ridden the distance under 6½h. in the Rover race; nevertheless, by the fortune of the race, the Kangaroo holds the record, and its time is certainly very remarkable. Taking all things into consideration, the Kangaroo and the Rover may be regarded as on a par, neither race affording so true a line as to make either bicycle indisputably faster than the other; and until the machines have been pitted against each other in actual simultaneous competition, with riders of equal calibre, it is impossible to make any distinction between their merits as regards speed. For comfort, however, the Rover has the advantage, having no very small wheel; and it

is totally impossible for its rider to take a header, so that I anticipate that it will be a very popular pattern for your rough American roads.

The third race referred to is that promoted by Rudge & Co., for 24 hours, on the Rotary tricycle. In this event, only Adams did anything noteworthy, and even he (powerful athlete as he is) only claimed to have beaten the 24-hour record by one mile; but facts have since transpired which cast doubt upon the performance, and the records committee of the N. C. U. is engaged upon an investigation of the matter, until the conclusion of which, the Rudge Rotary does not hold the record.

Mention of the records committee brings me to a confession of a slight error which I made in reference to its constitution. At the late council meeting of the N. C. U., attention was drawn to my reference to Mr. M. D. Rucker in the BICYCLING WORLD, and the council was officially informed that Mr. Rucker *was not* a member of the records committee. I consequently promised to remove the impression created by my last communication to you, and you may congratulate yourself upon the fact of the BICYCLING WORLD being the direct means of the British, as well as the American trade, and public generally, having a misapprehension removed; for it had been authoritatively mentioned that Mr. Rucker was on the records committee, and not until the BICYCLING WORLD commented upon the fact, did the executive of the N. C. U. see fit to announce the real constitution of that committee. Mr. Rucker himself informs me that he was asked to serve, but declined for the very reasons which I touched upon.

The trade here was astonished at the news of Weber, *on a Star*, winning the Boston Bicycle Club's hundred-mile road race, in the best time on record. I was several times asked whether it could be true, and my reply was that the name of the Boston Bicycle Club ought to be a guarantee for the accuracy of distance and time. It was therefore with great surprise, as regards the Boston Bicycle Club, but without wonder as regards the time, that we learned of the distance being three miles short. When confidence in such a club as the Boston is shaken in this matter, little wonder need exist at the scepticism displayed over the path records claimed to have been made at Springfield. The mischief is that the record, once announced, has become widely disseminated, and the correction made by the BICYCLING WORLD, after the course had been measured, will not reach nearly every quarter. But even allowing that only ninety-seven miles were covered in the time given, the Star has achieved a notable victory over the crank machines ridden by Weber's competitors, and some curiosity is excited about it. With the exception of a few riders, who saw it at Harrogate, nobody in England seems to have set eyes on the

Star; and I think it would be a source of interest if we could inspect it at the forthcoming Stanley and Speedwell exhibitions, or even at the monster American exhibition, which is to take place next year under government auspices.

Ever since the days of wooden bone-shakers, men have recognized the advantage of fitting steering wheels with springs which will tend to automatically keep them in a straight line, except when the rider deflects them; and this principle is carried out very fully in the Crimper tricycle. Several attempts have been made to apply the principle to the Humber pattern tricycle, but without success, until recently, when F. Gibbons, of Wolverhampton, brought out an adaptation of the patent controller, which he originally invented for his "Cunard Crimper," applicable to the ordinary Humber-type tricycle. This automatic steering appliance, as it is called, consists of a socket containing a spiral spring, which has to be firmly bolted parallel underneath the backbone, close to the neck, and a plunger attached by two short chains to a split annular clip, which is bolted around the Stanley head of the tricycle. When the steering wheels are going straight, the chains are not at tension, and the plunger does not press against the spiral spring; but when the wheels are deflected to either side, the chain on the outside is drawn tight, and forces the plunger into the socket, so that the spring exercises its force towards drawing the wheels back straight. This appliance is now on the market, ready for attaching to any make of Humber-pattern tricycle.

Riders of the Quadrant tricycle have often complained that the large front wheel throws up a fearful quantity of mud in "sloppy" weather, and owners of such machines have usually had recourse to home-made splash-guards of some kind. The makers of the Quadrant have now recognized the necessity of the case, and are selling a pair of excellently made splash guards of patent leather, with straps to fix to the machine, at a nominal price. The same firm are sending out their new phosphor-bronze slide, to replace the old grooved pulley, which give a bearing of seven inches, instead of a knife edge, for the Quadrant steering guides.

Harrison, of Birmingham, is selling an oil can, which very much resembles the Paradox which I see advertised in the BICYCLING WORLD. In the Kensington the cap is held over the spout end by means of a small spiral spring which surrounds the spout, so that the cap cannot come unscrewed or be lost.

There are several cycling sundries advertised in your journal, which we never see in England; and I think the Stanley show would afford a good opportunity for your makers to introduce such goods. The Paradox oiler, for instance, and such things as Lamson's luggage carrier for the handle bar, the Butcher cyclometers, the india rubber strips for cementing tires,

the Overman Wheel Company's duplex whistle, the Mitrailleur lamp, the Conkling safety lock, Harwood's safety step, the Acme tire-heater, the Star bicycle, and similar goods hitherto unknown in England, would all be noticed by wheelmen at either of the club exhibitions next spring. But from the inventor of patent saddles, please deliver us; we have too many of them already, and such sterling goods as the Buffer are being fully appreciated by our riders. FAED.

LONDON, 28 October, 1883.

Munger's Third Attempt.

L. D. MUNGER started Tuesday afternoon on his third attempt to break the 24-hour record on a bicycle, made by A. A. McCurdy. It will be remembered that on his first attempt he sprained his ankle, and the second time he was obliged to stop on account of the rain, after making one hundred and thirty miles. Tuesday, he started at one o'clock from the Faneuil House, Brighton, with David Drummond, of Cambridge, as pacemaker, and his course was to be substantially the same as he went over before. He started off at a very hot pace, which he kept until he met with an accident on Chester park. While on that avenue, near the gas house, and going very fast, the driver of a dump cart attempted to drive his team across the street directly in front of Munger, and the result was a collision. Munger struck the horse and was thrown from his wheel, striking heavily, cutting his forehead and arms, and injuring the same ankle he sprained before. He had covered four and three quarter miles in 10½ m. The accident detained him about 5 m. He mounted again and started on his way, but he had not gone far when he found that the injury to his ankle was more than he had at first supposed. When Dedham was reached, it pained him so badly that he was obliged to stop at a drug store and have it bandaged. He had covered seventeen miles in 1.7, but his ankle was so bad that any further attempt at record breaking was out of the question. He proceeded slowly to Needham, where he took the cars for Newton Centre, and was taken from there in a carriage to the Faneuil House. He was attended by Dr. F. A. Smith, who told him it would be a week or more before he would be able to mount the wheel again. He says he is determined to try it again when his ankle gets strong.

Reception to William A. Rowe.

LYNN turned out *en masse* on Thursday evening last to welcome the return of Wm. A. Rowe, who came back laden with honors gained at Springfield. Mr. Rowe was met upon his arrival in Boston, at 3.30 P. M., at the Albany depot, by Vice-President S. S. Merrill, of the Lynn Cycle Club, and a party, consisting of Mr. Rowe, his father, Mr. William J. Rowe, of Beverly, Col. Albert A. Pope, Mr. Atkins, and Mr. Wendell, Rowe's

trainer, took the 7.10 P. M. train on the eastern division of the Boston and Maine Railroad, for Lynn. At Chelsea, Mr. Bassett joined the party. The depot at Lynn was packed with humanity as the train appeared, and Rowe started back as if to avoid recognition, but in vain, for hundreds of eyes detected him and tumultuous cheers announced the fact. He was at once escorted to an open carriage in Central square, where thousands of people had gathered, and the Lynn Cycle Club and the participants in the parade had assembled.

The line of march was immediately taken up, under direction of Capt. Emerson G. Gordon, Harry Sherman, and S. S. Merrill, of the committee of arrangements. The Lynn Cycle Club, sixty members, under command of First-Lieut. C. W. Wilson, led the way, music being furnished by the National band. The wheelmen carried either torches or Japanese lanterns, while the several tricyclists in line carried strings of lanterns, the whole forming a very pretty effect. Following the Lynn Club came the Boscobel Club, twenty members, Robert J. Heron, captain. One of the riders carried a transparency, on which were the words, "Our Champion," "World's Record," "Cycle," and a picture of a bicycle and the pennant of the club were also carried by the color-bearer. In the first carriage were seated Mr. Rowe and Col. Pope. In the second were Messrs. Bassett, of Chelsea, James N. Buffum, of Lynn, and Mr. Morse, of the *Herald*. In the last carriage was carried Rowe's racing machine. The sidewalks and roads along the route were packed with a cheering and enthusiastic, yet orderly crowd. Colored lights were burned in profusion, and fireworks were frequent. The route was through a number of the principal streets to the Boscobel Hotel. The rooms of the club on Market street were brilliantly illuminated, and the word "Welcome" flashed out in bright colors as the procession filed by.

Dismounting, the party proceeded to the parlors of the hotel, where the champion held an informal reception, being warmly congratulated by a large company of wheelmen and others. Among those present were Mayor Baldwin, Mr. Samuel G. Dunn, McCurdy, the holder of the twenty-four hour road record, and representatives of the Springfield and Gloucester clubs. The company proceeded to the banquet hall, Mr. Rowe being seated at the head of the table, with the mayor and the toastmaster flanking him. The table was very attractively set, and the menu was a model of neatness, its cover being adorned with a fine engraving of a mounted wheelman.

President Lindsey called the company to order after the coffee had been reached, and alluded to Mr. Rowe in very complimentary terms. He then introduced Mr. S. G. Dunn, toastmaster of the evening. The toastmaster was very happy with his toasts, which were mostly in rhyme complimentary to those

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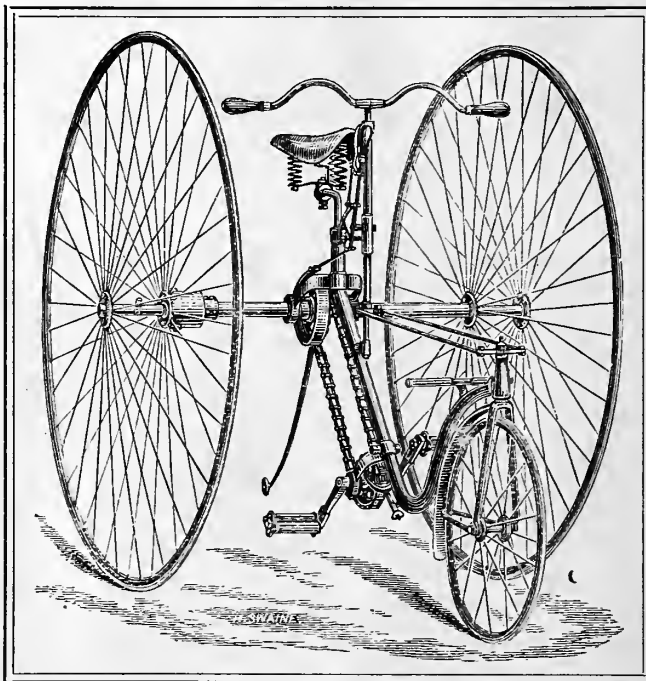
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BOSTON, 28 Oct., 1885.

COVENTRY MACHINISTS' COMPANY:

Gentlemen, — I wish to write to tell you how much I have enjoyed the Ranelagh Club Tricycle I bought of you.

I have tried it on all sorts of roads, paved and unpaved, wet and dry, rough and smooth, and it is good on all of them. It is one of the most perfectly rigid machines I ever rode, and an excellent coaster, being very free from the usual swaying at high speed. Though my machine is geared up, I find it climbs hills far better than any machine of its weight that I have ever seen, and I can take a moderate up-grade without noticing it.

The brake power is enormous. I can skid both my driving wheels instantly with very slight pressure of my foot, while, at the same time, the spring is stiff enough to allow of a gradual application when required.

I find the steering steady and comfortable. I often ride with both hands in my pockets on a smooth road, and one hand is enough to steer with on any ordinary highway. In short, the machine is thoroughly satisfactory, and I like it better each time I ride it.

Yours sincerely,

ELLIOT C. LEE.

The COVENTRY MACHINISTS' CO.

(LIMITED)

239 COLUMBUS AVENUE,
BOSTON.

at whom they were aimed. Mayor Baldwin spoke for the city of Lynn, and in conclusion presented Mr. Rowe with an elegant gold club badge in behalf of the members. Mr. Rowe rose, amid cheers and applause, and responded modestly, giving an account of his work while away. Col. A. A. Pope spoke for the wheel industry, and said that he was not only proud of the club and of Rowe, but he was proud to know that he made the wheel that captured the records. Hon. James N. Buffum replied to the toast, "Men are only old as they feel." Mr. William T. Rowe, the champion's father, made a neat speech, and was followed by Messrs. Atkins and Wendell. The party adjourned to the parlors, and a very pleasant evening came to a close with vocal and instrumental music.

From a Feminine Point of View.

As flies are attracted to the spider's web, so are riders of the wheel naturally attracted to the reservoir drive. But with the attraction the simile ends, for no evil results that I can think of follow, unless the temptation to "scorch" may be the bane. When a citizen of Boston takes a stranger about to see the city, he always leads him first to the Common, and I understand that wheelmen always take visiting cyclists to Chestnut Hill.

If there is a city in the country that can do better for cyclists than can Boston, I do not know it. If there can be found in America a prettier ride than that which terminates at the reservoir, I think I would take a long journey to see it. I can hear many a reader say, "Hear the Bostonian boast," and this troubles me little, for I know that I can make good my boasting.

LET me advise any reader of mine who may come to Boston, or any one who may now be here, to take a run to the reservoir by way of the Highlands, and return by way of Longwood. Both routes are laid down in Mr. Atkins' guide-book. The former is numbered one and the latter is numbered three. Both routes take the rider through our prettiest suburbs, and show him the triumphs of suburban architecture achieved by the merchant princes of Boston. The Highlands route leads along the border of the beautiful Jamaica Pond.

I WOULD advise riders not to take Beacon street from Hammond, at the close of the route, but to make the circuit of the reservoir on South street, which leads from Beacon nearly opposite Hammond. For from this street one can look down upon the reservoir, and get a bird's-eye view that is even more satisfying than a nearer approach. After getting the view, go to the side entrance, or retrace steps and enter by the rear entrance.

If the above little trip does not give a half day's pleasure that cannot be had elsewhere in America, I should like to know of a more charming programme that can be laid out, and I promise to help spread its praises.

THE roads in this part of the country are in fine condition, and the short days are the only cross that we have to bear. They tell me that our English friends have twilights which allow one to see distinctly till after ten o'clock. How I envy them. The days are all too short for extended riding, at this period of the year, and when the long days come again the roads will be soft and the heat insufferable. We cannot have everything to suit us, and so we will have to spend Thanksgiving day in thankfulness for what we have.

"MISS CARRIE" writes of her troubles in riding, and says she is not equal to more than a mile without undue fatigue. From what she writes I am led to believe that she is a victim to the abominable corset, and it cannot be expected that she should feel otherwise than she does. Let her remove the cause and the trouble will disappear. I have given this advice to friends several times, and in no one instance has its following led to other results than those I predicted. Try it, Carrie. First try and see if you can take a good long breath in comfort with the corsets on, and then try the same experiment with the corsets off. You cannot get good results from the wheel if your breathing is in any way restricted.

MISS K. is recommended to wear the ordinary jersey glove. At this season of the year it is not well to ride with ungloved hands, and it is a matter of no little difficulty to determine which is best to wear, all things considered. The jersey wears through quickly and it is not altogether economical, but it is not so warm as the skin gloves of any kind. I find it a good plan to take the glove and cut off the fingers half-way. This keeps the hand at the right temperature, and removes the wearing points.

LET me advise my lady friends to be particular at this season to wear sleeves that fit closely about the wrists. If the sleeves are loose, wear wristers, or anything to keep the rush of air from going up the sleeves.

I HAVE spent an hour or more this week over "Chris Wheeler's" delightful volume of poems, and I found much there to entertain and to delight. The author invests his verse with a romantic interest which is charming, and it is in no way commonplace. I find little narrative poetry in the volume, and it inclines me to believe that from a purely mercantile point of view this is the

author's mistake. The average reader is attracted by the narrative, and it often happens that a good story, in poor verse, gets more fame than fine poetry without the story. I do not justify this state of opinion, but that it exists, I think there can be little doubt. DAISIE.

Length of Cranks.

THE correspondence which has appeared in our columns under the above heading has opened up a question of very considerable importance to the life of the bicycle and tricycle industries. As one of the writers tersely put it, "Every one has his own opinion upon this matter," but that the whole question requires revision is a fact we have long been cognizant of. At the recent meeting of the Institute of Mechanical Engineers in Coventry, no one seemed to be able to definitely give a reason for the superiority in matter of speed on ordinary roads of the safety over the ordinary bicycle. We think the length of cranks has something to do with it. We believe we are right in stating that the "Kangaroo" is fitted, as a rule, with cranks with as long as seven inches throw, the usual slot arrangement being present for the purpose of meeting individual requirements. This length of crank compensates, and more than compensates, for the higher gearing used, and it is, we believe, the combination of the two which is accountable for the greater speed of this type of machine. The mistake which, to our mind, is made by manufacturers in the construction of the ordinary bicycle, is the fitting of all sized machines with the same length of cranks, which, although they are adjustable downwards, are limited with regard to length, and this limit, we believe, is far too short. Short riders naturally use smaller wheels than tall riders, and shorter cranks are also more suitable to men of low stature than to those lengthy in the leg. The adoption, therefore, of a short crank to a small wheel, or, to put it inversely, of a long crank to a large wheel, is undoubtedly the right thing in this matter. We believe we are right in saying that in by far the majority of bicycles now turned out, the cranks do not exceed five and a half inches, and in many of them five inches is the extreme length to which the pedals can be put. This may be right for a 48-inch machine, or any size under fifty inches, but above that size of wheel it is a decided mistake. This shortness of crank is undoubtedly due to two causes: first, the catering for racing men, though we are inclined to think, seeing what Furnivall does with a 6-inch crank, that even this is a mistake; and secondly, in the mania for large wheels, which a couple or three years ago was so prevalent, riders shortening their cranks in order to drive the largest wheel they could possibly stretch. Such a policy as this is suicidal, and the sooner riders generally, especially the younger ones, are taught to sacrifice a couple of inches in the wheel

for an extra inch in crank, and greater ease in mounting and dismounting, the better, and the firmer will the sport be established. Given a 7-inch crank for a 66-inch gear, it is but proportionate with a 5-inch crank to a 48-inch wheel, and on the same basis a 54-inch or 56-inch wheel should be fitted with 6-inch cranks. It may be urged that if riders wanted longer cranks, they would ask for them; but we are of opinion that riders generally take what is given them by the manufacturers in this respect, and although they may grumble a bit at first, they get used to the particular length, and then do not notice it so much, if they have been used to a longer throw. If in the end they give up cycling because it is "too hard work," or "takes it out of them too much," it is put down to cycling generally, and not to the use of an unsuitable length of crank. Our own opinion upon the matter is, that the right length of crank is one inch in crank to every nine inch diameter of wheel or gearing, and that if makers cannot see their way to fitting other than one uniform length for all sized wheels, it would be found far better to err on the side of length than the reverse, for not only can the rider shorten the cranks himself, if he so desire it, by means of the usual slot, but even a short man will get more benefit out of a long crank, though it may be rather a stride for him, than will a lengthy rider out of a crank-throw as much too short for him and his wheel; in short, the rule of thumb business adopted in the construction of the modern cycle in many houses is, in this matter at least, wrong, and decidedly so. We cry, then, for next season to have longer cranks as a general thing, if not a proportionate cranking to size of wheel or height of gearing. — *Cyclist*.

EXOTICS

FOUR members of the Pickwick Club, of London, covered two hundred miles in a day during October. A Mr. Hill headed the list with a score of 220 miles.

THE *Cyclist* Christmas number will be called "Cyclonia, or a Journey Around the Wheel World." Faed and Titanambungo will write it, and George Moore will illustrate it.

THE annual race for the professional bicycle championship of France was won by F. De Civry, the present champion. His time was 18.42½. M. Medinger took second, and M. J. Dubois, third places. The first prize consisted of two elegant Sevres cups, presented by President Grévy.

SIXTY-NINE prizes were won by eight members of the Gainesborough (England) Club in open events during the racing season of 1885.

MANUFACTURE



Adhesive Tire Tape.

ABOVE we are enabled to present to our readers, for the first time, a cut, showing the adhesive tire tape invented by Zacharias and Smith, of Newark, N. J. This was placed on the market some few months ago, and the inventors claim for it a great advantage over any metallic tire fastener. It can easily be carried, is easily applied, and holds tightly. So large has been the demand for the tape, the makers have extended their facilities for making it. The cut shows the method of its application.

CURRENT CALAMO

"It's Got to Come!"

AWAY they dash to get the lead,
"Neck and neck" at a headlong speed.
The loud hurrahs from the grand-stand throng,
Echo again as they fly along.
The home-stretch hurries to meet the wheel,
As the air is cut by the ringing steel.
The pulsing veins are filled with fire,
But quick as thought they are under the wire!
The record's broken once again;
The band strikes up a glad refrain;
The victor's modest head is bowed,
To hear the judge declare aloud:
"The fastest time that e'er was run
Upon the wheel has just been done.
Such brilliant work is for the few;
The record reads, — *Two Thirty (—) 1*"
C. S. WADY.

THE November moon invites record breakers.

W. H. HUNTLEY enters the field, and will try for a twenty-four hour record on a Rudge.

AND now they furnish coca cigars. Many wheelmen will hail this with joy.

THE Chicago Club will run its third annual hare and hound chase, Thursday, 26 November, Thanksgiving Day, leaving club house at 9 A. M. The hares will be given from four to six minutes start.

MR. ELLIS, of the Chicago Bicycle Club, was one of the judges at the late races. On Tuesday last this gentleman volunteered the information that it was impossible to judge a race within a foot, or, in other words, that two men, finishing within a foot, could not be separated. The question is, do the managers of the Chicago Bicycle Track Association consider this gentleman a competent official? — *Sporting Journal*.

THE Cunard tricycle is not fitted with any attachment for the convenience of

ladies in mounting, as the BICYCLING WORLD would wish its readers to believe. — *Globe*.

HAVING obtained our idea from a statement of the makers, a published advertisement, and a cut, which shows the working of the device, we are not a little surprised at this. But perhaps the *Globe* knows more about it than the makers themselves.

A JOINT run of the cycling clubs of Philadelphia will take place on Thanksgiving Day, probably to Norristown.

THE Cleveland Club had a social Thursday, among the attractions being a ring tournament, slow race, and fancy riding.

NEXT Saturday the members of the Massachusetts Club will enjoy a "ladies' night." There will be a musical and literary entertainment, and probably an exhibition of fencing. The club gave another of its very successful athletic entertainments last week, consisting of gymnastics, boxing, fencing, and wrestling.

THE price of the Buffalo Home Trainer has been reduced to \$30.

THE Springfield *Gazette* recognizes the value of races against time, in the fact that the records are so low that race processions will no longer obtain, but men will go from start to finish, in order to get a record. We have never found that men cared for records when they were in a race. To win is the only object, and this they try to accomplish in the easiest manner.

THE *Gazette* is out for November, with several illustrations.

WHAT can Apollo have been doing to Dame Fortune that she should so frown upon his *protégé* Munger?

LYNN will now vie with Springfield as an enthusiastic cycle centre.

THE City of Soles will have a track next year, and the circuit will include Hartford, Springfield, and Lynn.

WERE you ever in Lynn?

WE doubt if even Springfield ever gave her champion such a reception.

WE cannot publish for clubs the names of members who are expelled or suspended for non-payment of dues. Such items are of little general interest, to say nothing of the law against libel.

THE Bermuda trip presents so many fascinations that we fret under the pressure of business.

THE *Wheel* protests that it is paying expenses, the assertion of Editor Aaron to the contrary notwithstanding.

NO, brother *Wheel*, the racing board made no mistake in reinstating Mr. Frye, and you are the first to suggest it. Everywhere the vote has met with approval.

THE St. Louis Ramblers have presented medals to those riders surmounting Son-of-a-gun Hill, this season. Six have thus far accomplished the feat: G. M. Hen-

dee, Felix Young, J. S. Rogers, Lindell Gordon, R. Lee, and Hal Greenwood.

THE Brantford, Ontario, Club will invite the C. W. A. to meet in that city next year; but since Montreal relinquished her claim last year in the interest of the Association, it would seem to have a just claim this year.

A YARN appeared in the October edition of the Springfield *Wheelman's Gazette*, stating that, through not advertising its race meeting, the North London Tricycle Club had a total of only *twenty-four* spectators thereat. We are requested by the vice-president of the North London Tricycling Club to contradict the [assertion, no occurrence whatever having taken place to justify any such statement.

THE local cycling paper takes the liberty of correcting what it terms a misstatement on the part of the *Globe*, to the effect that the New York *Clipper* will not allow records, as far as that paper is concerned, made against time, to displace cycling records made in competition. If the able editor will read the editorials of the *Clipper*, he will find that the *Globe* has made no mistake. — *Globe*.

We have read the editorials, brother, including the following, which is in answer to what appeared in the *Globe* : —

Some of our cycling contemporaries are unnecessarily exercised over a paragraph in a recent issue, in which allusion was made to time accomplished in trials against the scythe-bearer as compared to records gained in races between flesh-and-blood competitors. It may relieve their minds to know that they have misconstrued our meaning. It was not our purpose to convey the idea that we contemplated rejecting performances fairly accomplished against time, or regarded all such as secondary in merit to records made in actual competition, simply because they were done in that way. Although time trials are generally undertaken under circumstances that render remote the possibility of failure, that is no reason why the performer should be denied some credit therefor. All that we require is satisfactory evidence that said trials were essayed in a regular manner and under competent supervision. In making up record-tables at the close of the season, however, it is manifestly proper that, while giving such events the precedence to which they are technically entitled, a qualifying statement as to the manner of their accomplishment should be made, and in some instances records gained in actual competition be also given. — *Clipper*.

THE N. A. A. A. boasts a membership of 10,000, and yet its official organ has gone to the wall a second time for want of support.

A WELL-KNOWN enthusiastic tandem writes us: "Indications point to a sweeping victory for the tandem another season. The tandem has shown its

wonderful qualities, especially in the mixed tours, its adaptability for use on long rides and tours by lady and gentleman riders being unquestioned. A prejudice was seen at first. Riders of singles averred that they each preferred to 'paddle their own canoe,' but when they find that the big boat has the playful habit of leaving its lesser brother (and sister) sadly behind at times, self-protection will be the order of the day, and the tandem will be the necessary evil another spring. They come high, but we must have 'em."

RACING NEWS

MINNEAPOLIS, MINN., 17 November.

— In the second race of the series of five mile events between Woodside and Grant Bell, the latter was the winner by half a lap. Woodside rode a Rudge Safety, and Bell rode a Star.

ALTHOUGH open to all amateurs in the country, the Boston Club's twenty-five mile road race on Thanksgiving Day is especially intended for local riders, many of whom have already signified their intention of entering. The course selected is undoubtedly the fastest one that could be laid out in this vicinity without repeating. Time medals will be given to contestants who go over the course inside of one hour thirty minutes, but do not take a prize. This may seem fast time, but the course is such a fast one, there being miles of gentle down grade over roads as smooth as though sandpapered, that it is expected several will get inside of one hour and twenty minutes. The prizes will be gold medals to the first two men, a silver medal to the second man, and the time medals. The club has been so strongly solicited to give a race for tandem tricycles, on the same morning, that they have concluded to do so, and they will be started at about the same time as the bicycles. Medals will be given to each rider of the first two tandems. Entrance fee \$1.00 for each event. Entries made with Dr. W. G. Kendall, 176 Tremont street.

PRINCE was credited with covering three miles in 8.20½, at St. Louis, recently, on a nine lap track. Measurement made the track one lap short. Prince subsequently covered five miles in 15.9.

THE wheelmen of California are planning for a road race on an extended scale. The distance is to be fifty miles, and most of the clubs in the State are to be represented by teams of five riders.

Hendee's Records.

SPRINGFIELD, 11 November. — Geo. M. Hendee made an attempt to beat the records to one hundred miles this day, and was timed as below. He stopped at the ninety-third mile from weakness. An

asterisk (*) denotes best American record : —

Miles.	Time.	Miles.	Time.
1.....	3.17	48.....	*2.50.03
2.....	6.47½	49.....	*2.53.37½
3.....	10.06	50.....	*2.56.56½
4.....	13.17	51.....	3.09.30
5.....	16.39½	52.....	3.14.48
6.....	20.04½	53.....	3.18.13½
7.....	23.26	54.....	3.21.33½
8.....	26.42½	55.....	3.24.54
9.....	29.53	56.....	3.28.22
10.....	33.08	57.....	3.31.53½
11.....	36.33	58.....	3.35.39½
12.....	39.55	59.....	3.40.02
13.....	43.14½	60.....	3.44.40
14.....	46.28½	61.....	3.48.39
15.....	49.47	62.....	3.52.43½
16.....	53.08½	63.....	*3.56.32
17.....	56.23	64.....	*4.02.59
18.....	59.41	65.....	*4.06.28
19.....	1.03.02	66.....	*4.09.58
20.....	1.06.20½	67.....	*4.13.32
21.....	1.09.43½	68.....	*4.17.12
22.....	1.13.09	69.....	*4.21.26
23.....	1.16.31½	70.....	*4.27.27
24.....	1.19.54½	71.....	*4.31.03
25.....	1.23.10	72.....	*4.34.30
26.....	*1.26.32	73.....	*4.38.01
27.....	*1.29.52	74.....	*4.41.35
28.....	*1.33.13	75.....	*4.45.07
29.....	*1.36.39	76.....	*4.48.48
30.....	*1.40.09	77.....	*4.52.31
31.....	*1.43.39	78.....	*4.56.11
32.....	*1.47.07	79.....	*5.00.05
33.....	*1.50.40	80.....	*5.04.17
34.....	*1.54.21½	81.....	*5.08.25
35.....	*1.58.12	82.....	*5.12.33
36.....	*2.01.51	83.....	*5.16.43
37.....	*2.05.43	84.....	*5.20.45
38.....	*2.09.41	85.....	*5.24.41
39.....	*2.14.12	86.....	*5.28.23½
40.....	*2.18.19	87.....	*5.32.01
41.....	*2.22.18	88.....	*5.35.50
42.....	*2.26.26	89.....	*5.39.55
43.....	*2.30.37	90.....	*5.43.57
44.....	*2.34.49	91.....	*5.47.58
45.....	*2.39.54	92.....	*5.52.24
46.....	*2.42.43	93.....	*5.57.55
47.....	*2.46.25		

Referee, C. S. Fiske; judges, H. P. Merrill, A. B. Homer, E. D. Curtis; timers, W. N. Winans, H. W. Collins, A. L. Atkins.

WHEEL CLUB DOINGS

BALTIMORE, MD., Junior Wheelmen. Officers elected 7 November: President, W. Hills; secretary and treasurer, W. C. Crawford; captain, J. Hanway; lieutenant, C. P. Brigham.

THE Newton Club has increased the limit of membership from thirty-five to fifty. The club will give a minstrel entertainment in February.

THE Brattleboro' Cycle Club has disbanded, and a new club organized, with H. L. Emerson as president; F. L. Shaw, vice-president; J. W. Drown, secretary and treasurer; F. T. Reid, captain; C. R. Crosby, lieutenant; W. E. Gordon, color-bearer. The club has bought

A Better Record for the "INVINCIBLE"!

The "INVINCIBLE" has record (on a full roadster machine with inch tyres) for One Mile in 3m. 5s., and Three Miles, 9m. 41½s., at Springfield, beating every American Rider. Beaten only by the fastest Englishmen, on light racing wheels.

The "INVINCIBLE" has record (on same machine) for Ten Miles on the track in 38m. 5 2-5s. For Ten Miles on the road (not a Boston sandpapered road, but a Philadelphia Pike), in 40m. 42s.

The "INVINCIBLE" has been ridden up FORD HILL, Philadelphia, — a tougher hill than Corey, — and is the only single Tricycle ever ridden up this hill, although repeatedly tried by other machines.

The "INVINCIBLE" has record for being most comfortable, easiest running, steadiest steering, and general durability. Every machine fitted with full-inch rubbers, hollow rims, tangent spokes, ball bearings to all parts (except pedals), without extra cost.

Send for Circulars and a better description.

Cabinet Photos of any Machine, 15 cents.

GEORGE D. GIDEON - - 1539 Race Street, Philadelphia.

the furniture and fixtures of the late Taurus Club, and will occupy the rooms recently vacated by the latter.

THE new bicycle club at Westfield promises soon to become not only a force in social matters, but also a factor of much good to the young men of the town. Already it numbers sixty members, a large majority of whom are not cyclists, but belong to the club from the social benefits to be derived from it.

THE Wakefield Bicycle Club has been offered a whole floor in a block now erecting on Albion street, Wakefield, and the offer will probably be accepted. From plans submitted, there will be reading, billiard and bath rooms and a parlor. It will be completed in the spring. The club is in splendid condition, and took in seven members at the last meeting, swelling the total number to thirty-five.

THE Ashland Bicycle Club has rented a room in Greenwood's block, and intend furnishing it as soon as possible. The building occupies a desirable location in the centre of the town, and visiting wheelmen are always welcome.

ANOTHER meeting of the two bicycle clubs at Northampton will be held 17 November, when the question of uniting will be acted upon. There is apparently but little opposition to the movement, for an informal vote, a few evenings since, stood thirty to two in favor of consolidation.

THE Suffolk Club, of Boston, held its first meeting in the club room, on Friday evening, 13 November. Two new members were elected, and among other business it was voted to admit associate members. The room is central in location (443 Broadway), and in size, convenience, and appointments will bear comparison with those of some older clubs. The latch-string is always out for cyclers who may chance around the vicinity.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed

envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is: —

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa. — S. B. Wright, Oskaloosa.

Wyoming Territory. — C. P. Wassung, Rock Springs.

Canadian Division: — APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Dillingham C. Washington, 1644 Euclid avenue, Cleveland, Ohio.

APPOINTMENTS. — Consul for Des Moines, Iowa, Jno. R. Clark, 202 Fifth street, Des Moines, Iowa; consul for West Randolph, Vt., A. E. Bass, West Randolph, Vt.

TO CORRESPONDENTS

KARL KRON. We shall not have to leave till spring, and such is our attachment to the location that we shall not go until compelled to.

C. R. RAYNOR. So many considerations enter into the thing that we cannot decide for you. If safety is an object, take the first; if not, take the latter.

H. S. Our stock of Health on Wheels is exhausted. Expect more in a day or two.

NOVICE. Have sent Christmas number.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE. — One 59-inch Columbia Light Roadster; full nickel, except rims; Æolus ball pedals; good as new, and perfect in every respect; used about forty miles; price, \$125 cash. S. T. CLARK & CO. Baltimore.

FOR SALE AT A BARGAIN. — One 52-inch Royal Mail Bicycle, 1885 pattern, complete, with Butcher Cyclometer; in perfect condition; only ridden a short time by an experienced rider. Address, BOX 188, Lawrence, Mass.

FOR SALE. — Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

FOR SALE. — One 56-inch, full-nickelled, Expert bicycle; ball pedals; used but little; has never had a fall or a scratch in any way; good as new; \$90. F. P. SCEARCE, Lexington, Ky.

BICYCLES AND TRICYCLES. — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

FOR SALE. — A 53-inch Rudge Light Roadster, all nickelled except wheels; ball pedals; in good condition, only used a short time; reason for selling, I wish to buy a tandem trike; price \$100. Address CHARLES R. HARRINGTON, Norwich, Conn.

MISCELLANEOUS.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

LEAGUE OF AMERICAN WHEELMEN. — Gold L. A. W. badge pins, \$3.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me., the only authorized maker.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

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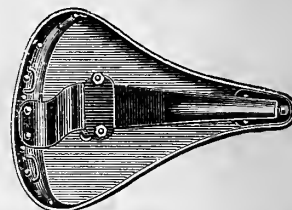
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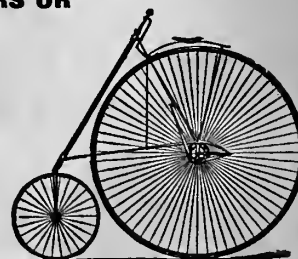
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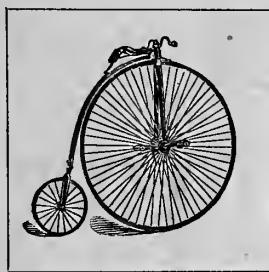
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 27 NOV., 1885.

"SAVE me from my friends!" should be the exclamation of Furnivall, of England. His amateur status has been "cussed and discussed" in the cycling papers, and now the whole truth has come out. The *Cyclist* and *Tricyclist* have long held him up as the only true representative of England, and have spurned the accusation that his expenses to America were paid by a firm of cycle dealers. *Wheeling*, per contra, has asserted, again and again, that Furnivall was not a pure amateur in the sense implied by the Coventry papers. Coventry forthwith gets a letter from Furnivall, denying that his expenses were paid by any firm of cycle dealers, and in reply to this, *Wheeling* tells the whole story. Furnivall came to this country as the guest of Capt. Lambert, of the firm of Humber & Co. That firm

paid all his expenses; but when the affair became a matter of public discussion, Dr. Furnivall reimbursed Humber & Co. the full amount they had paid. It is a great pity that this thing should be treated as it has. "Furnie," in his frank and open manner, confessed to a number of his American friends that he was not able to bear the expenses of the trip, and he did not sink in their estimation when he did this. Capt. Lambert made him his guest, just as he would make a fine singer or a good reader his guest at an evening's entertainment, and in compliment to the host, the artist would not refuse to sing or read for the entertainment of the company assembled. There are makers' amateurs and makers' amateurs, and it is not fair to schedule Furnivall in the same list with such men as English and a lot of others, who receive a salary and do nothing in return for it beyond what they do on the track. And no more is it fair to claim that he is a pure amateur, who receives no assistance.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Bowen Hill.

Editor Bicycling World:—For purposes of comparison with grade of Corey Hill, and others which you may receive, I give the following statistics of one of the steepest in this vicinity, Bowen Hill, four miles east of Washington on Benning Road (fair country road). Surface soft dirt, with some gravel and loose stone. Surveyed by F. C. Donn (Capital), of United States Coast Survey. Total length, 2,560 feet; total rise, 166.6 feet. First 1,000 feet, 1 in 16.2; (includes 80 feet, 1 in 11); 800 feet, 1 in 28; 400 feet, 1 in 12; 200 feet, 1 in 8.7; 160 feet, 1 in 7.6 (includes 60 feet, 1 in 6.73). Has been ridden by D. W. Gill (Capital), 51 Star; W. F. Crossman (Capital), 52 Victor. Yours truly,

L. W. SEELY, Capt. Capital Club.

WASHINGTON, D. C., 18 Nov. 1885.

Size of Wheels.

Editor Bicycling World:—In reply to "T. R. Iker" and "Driver," both of whom in your last issue ask for ideas regarding size of wheels for tricycles, I will give the result of my experience.

I have used driving wheels from 36-inch up to 50-inch, and am greatly in favor of the larger sizes, principally on

account of vibration. On the sand-papered roads about Boston, smaller wheels may be used with comfort, and of course on the racing path they are essential to fast work, as they are lighter, and offer much less resistance to the wind. But for road uses, over give-and-take American roads, I am convinced large wheels should be chosen, say 46 to 48-inch.

I also advise large rubbers, as they absorb vibration to a considerable degree. I have used inch tyres on all my wheels for two years, both bicycle and tricycle, and it would be difficult to induce me to take anything less on my next mount. Hollow rims and tangent spokes, I believe, also assist in reducing the jolting from lumpy surfaces.

Another important factor is a long wheel base, proof of which can easily be seen by supposing an extreme case. If the front wheel were carried ahead, say a mile from the drivers, I think the jar caused by its running over a brick would hardly be felt by the rider. The steering wheel should be not less than 20-inch, and two or three inches added will improve it.

Should your correspondents desire any further information, I should be pleased to reply to a letter addressed to me personally.

WILLIS FARRINGTON,
Consul C. T. C., Lowell, Mass.

Size of Wheels.

Editor Bicycling World:—For four years I have trundled a 40-inch trike, and this is my report: On a hill it is capital; on ordinary roads, I fail to notice any bumping; on block pavement, I'd rather walk.

When I am alone, my wheel and I, we enjoy a pleasant amble like a pilgrim on a donkey. But when some other fellow on a dromedary comes up behind and whistles away ahead, with coat tails like a billiard table, and a satirical side look downward as he passes. Woe is me, Alhama! Then doth my soul rise in envy, and my feet twinkle around the cranks, and a great longing for something better than I have known, begin to spoil my happiness until I begin to wonder if the other fellow is *working* or—enjoying life. Then I equanime a little.

J. PARKE STREET.

Size of Wheels.

Editor Bicycling World:—Having seen two letters on this subject in your issue of 13 November, I thought that perhaps my experience might be of use to some riders.

Having tried all sizes of tricycle wheels, from fifty inches to forty inches, I have come to the decision that no absolute rule can be laid down.

Riders differ greatly in weight, strength, and skill, and roads differ in quality in different parts of the country, to such an

extent that tricycles suitable for one place would be very inconvenient to use in another. Speaking broadly, it is safe to say that large wheels run easier, when once started, on rough roads, where high speed is out of the question; but I think no advantage is gained by using wheels more than forty-six inches in diameter. A 50 or 48 inch wheel has to have very long and large hubs, and strong spokes, to avoid danger of buckling; and as the wheels are therefore very heavy, and acquire great momentum, the frame of the machine must be built sufficiently strong and rigid not to be strained or broken by the swaying of the wheels at high speed.

A 46-inch wheel runs very comfortably over rough roads, and can be made very strong without being, at the same time, very heavy.

If the rider is strong and heavy, and has to ride on all sorts of roads, he will probably get more comfort (not speed) out of a machine with 46-inch wheels.

On good roads, small wheels are very satisfactory, on account of their strength and lightness, and the ease of mounting over the axle on machines with bicycle steering.

For roads in the immediate neighborhood of Boston, 40-inch wheels are large enough, while for roads in the neighborhood of Salem, Beverly, and Gloucester, I have found 46-inch very comfortable. The size of wheel which it is most comfortable to use depends largely on the nature of the country in the matter of hills. It is hard work to drive large wheels up long hills. Steep short hills, which can be taken with a rush, do not make the machine lose its momentum, and therefore are not hard to ride, compared with long hills.

A rider can, of course, have his machine geared up or down, so to make it as easy or as hard to ride hills, as he likes,—but I am speaking of gearing level.

If I lived in the country where roads were rough, and hills long or numerous, I would have a two speed gear and use large wheels.

For city use, small wheels have the advantage in enabling the rider to stop and start very quickly, and the short spokes are not so easily loosened or broken by riding over pavements and car tracks, as the long ones are.

On a tricycle with bicycle steering, large wheels, such as forty-eight or fifty inches, would make mounting and dismounting very difficult on account of the necessity of stepping over such a high axle, and consequently makers do not fit this kind of machine with wheels more than forty-six inches in diameter, and generally they use forty inches for the road, and thirty-six or thirty-eight for racers.

The matter of vibration is talked about a good deal, and on bicycles it is not easy to avoid considerable vibration, but on bicycles a good spring, well suited to the riders' weight, will absorb all the vibration very effectually, and it will make

little difference whether the wheels are small or large.

To sum up this somewhat unsatisfactory article, I will say,—

Let each *strong* rider choose as large a wheel, up to forty-six inches, as he can drive at a comfortable pace on the roads he does most of his riding on, and have it geared to suit him.

Let each light or weak rider take a small wheel, say forty or forty-two inches, and thereby save carrying round a bulk of material which he does not need.

The rubber tire is one of the heaviest parts of a tricycle, and the difference in length between the tires of a 46 and a 40-inch machine is eighteen inches, a weight worth saving unless some use can be made of it.

Direct action tricycles have not been a success, I suppose, because they are top-heavy, and also because no gearing up or down is possible. I do not know enough about them to give any opinion on the subject.

I should like to be able to say something more decided on the size of wheels, but it is a matter upon which makers and riders both differ greatly, and I do not see any end to the argument.

C. T. C., NO. 12,567.

Size of Wheels.

Editor Bicycling World:—Let those of your correspondents who are discussing the size of wheels choose a happy medium. To my mind a 46-inch wheel, with tangent spokes and hollow rims, is a good compromise between high and low. I don't believe in extremes. A 40-inch wheel is too small for comfort. I am also not a little displeased to see the loop-frame tricycle going out. The T-frame may be lighter, but it cannot be as rigid nor as strong as the loop. Why cannot the size of the tubes be reduced with safety? If the ordinary sized tube is strong enough for a T-frame, I should think one of half the dimensions would do for the loop.

T. R. I.

Size of Wheels.

Editor Bicycling World:—I had intended to keep out of the discussion on the size of tricycle wheels, but your correspondent F. E. C. is so outrageously wrong in his statement that "it has been found by long experience that the 50-inch wheel is the best for tricycles," that I cannot refrain from at least correcting him, to the end that none of your readers be misled by such a positive assertion.

The last Indispensable describes presumably every tricycle made, and so I resorted to it to see if the makers had profited by experience, or were still experimenting. I have taken every machine described in the Indispensable, except a few odd ones with radical departures, and I find the following to be the sizes used:—

48-inch used on.....	59 machines
46-inch "	50 "
44-inch "	49 "
40-inch "	29 "
50-inch "	18 "
42-inch "	11 "
36-inch "	3 "
47-inch "	1 "
54-inch "	1 "

This was in 1884, and I know that the tendency of the makers has been towards reduction, and that 46, 44, 42, and 40 inch drivers have become the sizes used by the most reputable makers. Will F. E. C. assert that Humber & Co., Marriot & Cooper, Coventry Machinists' Company, Rudge & Co., Singer & Co., Lloyd Brothers, Starley Brothers, Hillman, Herbert & Cooper, the leading manufacturers, are experimenting when they put machines on the market having wheels less than fifty inches in diameter? They, in common with nearly every other maker experimented with 50-inch drivers, and as a result of a thorough trial have all come down to 46 inches or less. In fact, the popular and successful tricycles of to-day are built with wheels of 46 to 40 inches, with a strong tendency in favor of the smaller size. I have thoroughly tried tricycles with 54, 50, 48, 46, 44, 42, and 40 inch wheels, and though I am rather tall, much prefer the 40-inch to any other, especially if the steering wheel is not less than twenty inches in diameter. A man riding a 50-inch tricycle looks like a squirrel in a cage. His machine will weigh more than is necessary. The chances of his wheels buckling are greater than if they were smaller. His machine will be clumsy, and he will stamp himself as lacking in knowledge. F. E. C.'s talk about the bumpity bumpity bump is all lost until you get below 40 inches. I will bet a hat that F. E. C. never thoroughly tried a tricycle with less than 50-inch wheels, and if he did, and finds that there is any disagreeable jar, he must have some organic trouble. His assertions are utterly devoid of truth, so far as they indicate that 50 inches is the size for tricycle wheels.

LONDON W.

Wheel Cranks.

Editor Bicycling World:—F. E. C.'s effusion in issue of 20 November, stamps him as a member from "Way Back." In this enlightened age, when 50-inch tricycle wheels are unknown in the market, and mark an epoch long since consecrated to dust and ashes, it seems incredible that any one should be simple enough to mention 50-inch tricycle wheels, and yet we have no doubt that F. E. C. really thinks as he writes. Verily, let him beware lest the "fool killer" get him on the next lap.

Years ago large wheels were credited with great speed. In fact, size was a synonym for speed, and in the early days of cycling many prominent riders were found who clamored against large wheels in competition with small, claiming that the former should allow a handicap in

favor of the latter. A few years' experience proved that large wheels and large men were beaten invariably by a combination of small wheel with a better man, and that, except with regard to extremely small wheels (48 and under), racing was as fair on one as another. When tricycle racing was first brought forward in England, Hillier sported a Humber with 60-inch drivers, geared level. Now the manufacturers of the Humber build their racers with wheels 36 inches in diameter, and geared lower, generally 55 to 58 for a single.

The secret lies in the fact that a wheel 36 inches in diameter can be "geared up" to any desired size, while the framework and wheels of such a machine can be made astonishingly lighter and really stronger. The old 60-inch machine weighed in all probability twice what the 36's do (thirty-seven pounds), being at the same time undoubtedly weaker and less durable.

By reducing size of wheels, we obtain lightness, rigidity, strength, and less resistance from the atmosphere while in motion. In opposition to this, F. E. C. says we "get bumpity, bumpity, bump in ratio of decreased sizes." Now we are willing to wager a good dinner that F. E. C. never rode anything smaller than a 50 inch a hundred miles in his life, and is speaking entirely from theory. Why does he not give us *practical proofs* in place of *theory*, which is altogether too common in bicycling? We have ridden all sizes, from 42 to 50 inch, and *not one mile but hundreds of miles each*, and we solemnly swear that there is no more vibration apparent on one more than the other, *to us*.

The small-wheeled tricycle runs easier and can be ridden faster than its larger competitor, allowing both geared at same speed. It does n't knock a fellow's elbows, and dirty his coat sleeves with muddy tires, and provided they are supplied with proper springs, we see no reason why wheels should not be still further reduced.

Bicycles, which take all the vibration on one driver, are used as low as 30 inches, and we see no reason why a trike, which has the thumping distributed between two necessarily well separated wheels, should not be made equally small, the limit being guided by a necessary elevation of pedal above the ground, and the rider above the pedal, which facts must be considered that the machine be not top-heavy when mounted by the rider.

We ask F. E. C. to bob up again when he buys another mount, and let the boys know if he has n't changed his mind.

H. F. and Quadrant are men of enlightenment, and F. E. C. will be when he has tried 'em all. PRACTICAL.

Size of Wheels.

Editor Bicycling World:—The discussion about wheel size suggests a thing that has been potent in cycling circles for a long while, and that is that the

ready-made clothing idea is not a good one in wheel manufacture. A man may want to ride a tricycle around Boston, down in Maine, in South Carolina, or in St. Louis. In each case he would want a machine radically different. If I were out among the rutted roads of Maine, I should want a two-track, well geared down. Over rocky roads give me a 50-inch wheel. Over smooth paths I want a very small wheel well geared up. But no matter where I may be located, I have to take the same wheel. In war times they used to build army uniforms for the average man, and having built them they couldn't find an average man. And so it is in wheel architecture. As it is impossible to suit everybody, the makers study to satisfy nobody. I hope to see the time when I can go into a manufacturer's place and say: "Get me up a tricycle with 40-inch drivers, central geared, geared to 50-inch, handle-bar steering, 24-inch driver, etc. etc." And then I hope he will say, "All right; it will be ready one week from to-day," and he will say this no matter how much the specifications may vary within reasonable limits. This I know can be done now, but a man must have a gold mine to be able to so place an order, and he must be willing to wait a year for his job. It seems to me that the consummation of a plan like this ought not to be beyond the reach of the modern Yankee. It will be reached when the consumer gets nearer to the maker. As it is now there are so many to live off of every machine that an elephantine load of ducats gets on top of it before it gets into use.

JUNO WHOTIS.

Weber.

Editor Bicycling World:—Your letter from "Faed," of 28 October, makes us laugh. Surprised at "Our George," on a Star, "getting there," over the "crank," in the hundred miles, was he? Well, he may be more so another year, if Weber succeeds in carrying out his expressed wish to "git at them fellers, and knock the stuff'n out of 'em," as George can, especially with the English method of going a hundred miles straightaway before the wind, beat six hours nicely. Wonder what they will think when the Corey Hill contest gets there. Let us hear more from "Old Faed."

STAR RIDER.

Handicapping.

Editor Bicycling World:—Since Mr. Bassett published my letter in a recent number of the WORLD, I have watched anxiously for comments, opposition, and ideas, the latter being the most desired commodity of them all. I have seen nothing new. X. Y. Z.'s ideas are good, but they are not new; he will find them embodied in the racing rules. In answer to "Duffer," I would say that Mr. Baird did *not* handicap the Springfield races. The Springfield races were handicapped, not on records, but on the

judgment of the handicapper as to the *abilities* of the men. The Rochester races and the King's County races were also handicapped according to the judgment of the handicapper, those being the only three races that the present official handicapper has been called upon to handicap.

A handicap race is one in which all grades of riders meet on the home stretch under equal conditions as nearly as the judgment of the handicapper can make them so, and where the pith of the contest is in the finish.

A class race is altogether different, and is limited to men who have never shown better public form than the class they enter, and should be based on public record; the only thing to be determined upon is the definition of public record. Mr. Kluge was handicapped according to his judged ability; he entered the 3.10 class according to his record, and as a man of his ability will rarely enter a class race the second time, being sure to outclass himself the first time, we can forgive him for making 2.41½ in a 3.10 class. N. P. TYLER,

Official Handicapper.

JERSEY CITY, 21 Nov. 1885.

Handicapping.

Editor Bicycling World:—"Duffer" is at it again, and wishes me to elucidate the difference between handicapping and classifying. I can do so to my own satisfaction, but will not guarantee that "Duffer" will agree with me in my conclusions. In the first place, what is a handicapper, and for what is he appointed? He is one chosen by reason of his familiarity with racing men and their capabilities, in a certain spot, and endowed with such judgment that he can place them in such order at the start that they will finish as nearly even as possible. How he arrives at his conclusions is no one's business; his only aim should be to get a close finish. On the other hand, the classification of men is intended to reduce the matter to a certainty, and to take it out of the pale of human judgment. If the same rule was to govern in both cases, there would be no difference, but the same rule does not, either by common sense, usage, or precedent. "Duffer" asks me if I ever saw handicapping done in America on the abilities of the men and on the judgment of the handicapper? To which I reply, yes, though I will admit that the results were not very satisfactory; but I do not see that this has anything whatever to do with the question at issue. How does "Duffer" know that, at Springfield, and at all of the large tournaments, the men were handicapped on their records? In Baird's case, if, as "Duffer" asserts, he has no judgment, how could he use any; but what has that got to do with it? If the same rule is to be applied in class races as in handicaps, perhaps "Duffer" will elucidate the advantage of one over the other.

X. Y. Z.

From A. Kennedy Child.

Editor Bicycling World:—From the tone of your editorial (just brought to my notice) in the columns of your valuable journal, coupled with extracts from other papers published in America, and having reference to a letter addressed by me to the *Cyclist*, I am afraid that a most erroneous impression has gone abroad amongst my countrymen as to the motives which prompted me to comment upon the recent racing at Springfield.

I do not intend to take advantage of your columns (or the good humor of your readers) by replying to the many charges brought against me in another place (*League Bulletin*); the majority of them are of such little import, and the claim they endeavor to make so opposed to every sentiment of my nature, that I prefer to leave them to the consideration of gentlemen who may know me personally on both sides of the Atlantic.

I claim that my letter to the *Cyclist* outraged no instinct of good international cycling fellowship. I knew something about American races, all too little perhaps, but on this side it was my duty as an American citizen, when the records were questioned, to endeavor by all means in my power to court the fullest, freest, and most critical investigation of all the records claimed; and when the succession of one record after another being broken was cabled from Springfield to our sporting journal, and no trace could be discovered, even after close scrutiny, of any timer's name, suspicious rumors filled the air, and remarks not at all pleasing to me as a cyclist or an American were freely bandied about by representative English and Scotch wheelmen. Now, sir, I had to deal with an existing suspicion,—a suspicion which, however vague, had a distinct individuality; and animated by the desire to clear the darkened atmosphere, I addressed a note to the *Cyclist*, supporting it in its demand for the names of the official timers at Springfield. This demand has already borne good fruit; a greater publicity has been given to the system of timing as obtaining at Springfield than could possibly have arisen from a placid acquiescence in the acceptance of the brief cabled reports, vouched for, remember, as to time, only by one gentleman, who, possessed though he may be of great talent (?) in other directions, has yet to win his spurs as a timer in his own country.

Now, Mr. Editor, what great faults in reality have I committed? I have *challenged absolutely no record*, I have not questioned the *bona fides* of a single individual (official or otherwise) connected with the recent races. I have pleaded for the establishment of an official position for a recognized timer appointed by the same authority that nominates your official handicapper,—the principle you admit in the latter case, why not in the former? My reason for this is simply to prevent in future the questioning in England of records made in the United

States, and to prevent individuals falling into the same mistake which I frankly own I believe I fell into, when I entertained a somewhat vague idea that timing records made by men of one's own club was not the duty of fellow club men.

Since the date of my letter, which called forth your very just critique, we on this side of the Atlantic have been placed in possession of the names and reputation of the gentlemen who timed at Springfield; this, coupled with the knowledge that you yourself are satisfied with the timing, is quite guarantee enough for me, and I accept the records fully and unreservedly.

My letter to the *Cyclist* was animated by no petty spirit of adverse criticism; quite the reverse. I am equally proud with you that records have been made (which look almost impossible as compared with the previously existing ones) at Springfield. I may term the races held there "a big business meeting," and I have yet to hear that statement denied; but that cannot so prejudice me as to make me descend to the contemptuous position so kindly ascribed by the editor of the *L. A. W. Bulletin*.

I never for one moment believed in the "*chef de horloge*" idea, but I cannot honestly condemn any man entertaining suspicion, when only in possession of the meagre cables, many of which unfortunately emanated from a source not considered unpolluted by English cyclists.

I trust I have made my position more clear to my friends at home by this letter. I do not pen it in any apologetic spirit, but simply in the hope that I may be freed from the taint of prejudice, and that my suggestion may bear fruit.

One small statement in your editorial I must comment upon, and I am done. I maintain that it was no part of my duties, as judge at Springfield last May, to question the times. I take it that my duty was simply to state which man won the race, and who were second and third. A judge has absolutely nothing to do with an exhibition race, where only one man is on the ground; the starter, timers, and clerk of course are the officials, the judge has no "*raison d'être*." I did not believe it possible for Mr. Hendee to make a record on the day in question; and I considered it would be a great impertinence upon my part to question his running at the time. I may have erred in this, but I thought, and still maintain, that for me to have publicly attacked Mr. Hendee's performance would certainly have been a gross breach of gratitude upon my part as a guest of the Springfield Club, to whom I was indebted for much kindly extended hospitality. Had I have been so minded, I fancy I could have placed that record where it would have never been accepted, had I been guilty of one half the gross motives so generously imputed to me by the *L. A. W. Bulletin*. Mr. Hendee's record would not have figured for one moment upon the tables of the National Cyclists' Union.

This may be a matter of small, of in-

significant meaning, but it certainly gives me an opportunity of proving my desire to, if possible, foster a better feeling between cyclists on both sides of the Atlantic, than some journalists would desire.

It was my privilege to express the hope at the Connecticut Bicycle Club dinner, "that we, the cyclists of the English-speaking worlds, had established an international brotherhood, that we had overridden all national boundaries and political prejudices,"—let me hope that such is the case; that in future great record makers may be viewed, not in the light of local interest, but of international possession, and that Americans may equally with English cyclists take pride in developing and improving each department of the sport we all love.

A. KENNEDY CHILD,
Connecticut Bicycle Club.

The Law.

Editor Bicycling World:—Your correspondent "L. A. W." in his first letter printed in the *WORLD* of 6 November, said, "Will you allow me to suggest to the gentleman that the only way the League could regulate such things would be to regulate them out of existence," and in your last issue, says that "Mr. Dean's suggestion that the League regulate road racing 'out of existence,' is absurd." I distinctly qualified my adoption of his "absurd" proposition by saying that I did not think "that the League would find it necessary to prohibit, *if it could*, racing on the highways."

I have not been, perhaps, as ardent a supporter of the League for some time as I ought, but I have enough respect for its power to believe that it could practically put a stop to road racing if the public sentiment deemed such contests as detrimental to the best interests of cycling. I have not been given to lauding myself in print, and do not want to do so now, but do claim the honor of suggesting the first road races of any importance in this country, as it was on my motion before the Boston Club that it promoted the eighteen mile tricycle and the one hundred mile bicycle road races. Since then I have followed the matter with a good deal of interest, and have come to the conclusion that the League would be doing a good thing for itself and the sport to regulate road racing. No one has as yet differed with me except a man who makes positive assertions of incorrect law, and then retaliates on me by calling my adoption of his suggestion absurd. I will admit that both McCurdy and Rhodes travelled at a rate of speed within the limits of the city of Boston, exceeding that allowed by law; but they are individuals, and the League cannot undertake probably to act as a self-constituted police to see that such do not violate the city ordinances. I do not think that it should undertake to prohibit road racing, but it can pass such rules as will practically stop road racing for short distances within cities, and require the

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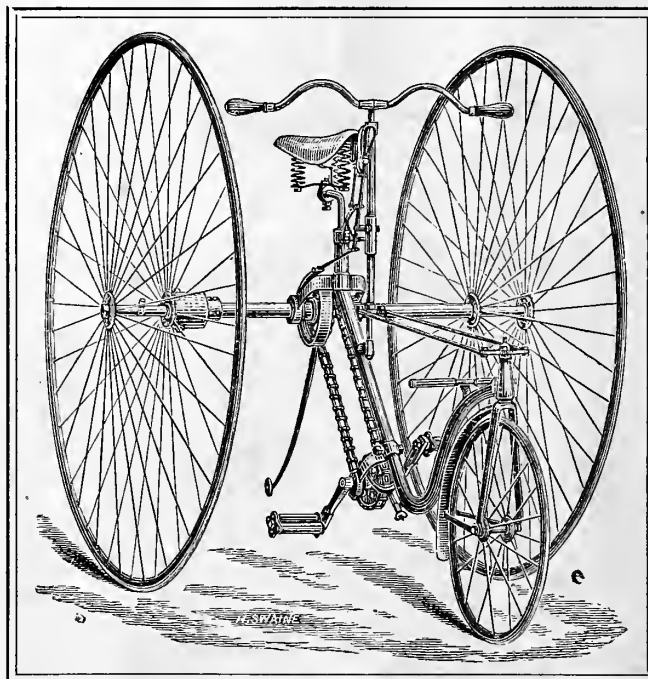
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The Following **UNSOLICITED TESTIMONIAL** from a Disinterested Party is a Fair Sample of what the Riders say of this Machine.

BOSTON, 28 Oct., 1885.

COVENTRY MACHINISTS' COMPANY:

Gentlemen, — I wish to write to tell you how much I have enjoyed the Ranelagh Club Tricycle I bought of you.

I have tried it on all sorts of roads, paved and unpaved, wet and dry, rough and smooth, and it is good on all of them. It is one of the most perfectly rigid machines I ever rode, and an excellent coaster, being very free from the usual swaying at high speed. Though my machine is geared up, I find it climbs hills far better than any machine of its weight that I have ever seen, and I can take a moderate up-grade without noticing it.

The brake power is enormous. I can skid both my driving wheels instantly with very slight pressure of my foot, while, at the same time, the spring is stiff enough to allow of a gradual application when required.

I find the steering steady and comfortable. I often ride with both hands in my pockets on a smooth road, and one hand is enough to steer with on any ordinary highway. In short, the machine is thoroughly satisfactory, and I like it better each time I ride it.

Yours sincerely,

ELLIOT C. LEE.

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contestants in races under say fifty miles from starting together, and so do away with the likelihood of a lot of men rushing towards the finish in a bunch. It is for just such things that the League is organized. Its members support it morally and financially because they believe that the regulation of the sport is best in the hands of an organized body. They are willing to abide by its decisions, and I believe that notwithstanding L. A. W.'s opinion, that it could do much to produce a careful management of road races, and cause greater care in the matter of road records.

J. S. DEAN.

The Absence of Gaul.

Editor Bicycling World:—This life is made up of a variety of experiences. The man who wrote about gaul in your last issue must have come in contact with many queer people. My own experience is that I have never suffered at all from lending a machine to a wheelman for a moment. I have never had my machine taken by a wheelman without permission, but when it has been taken, it has come back in good condition. Wheelmen, I find, know how to use a machine, and I never tremble when they are mounted. It is the greenies that I fear, men who know nothing about a machine. Let one of those get on, and then look out, boys. Your correspondent attacks wheelmen and greenies irrespectively. If he had confined himself to the greenies, there would have been reason in his essay.

CRESCENT.

Makers' Amateurs.

Editor Bicycling World:—I notice that one of your correspondents has touched upon the makers' amateur question again, and brought up a new phase of this antiquated chestnut. When will cyclists come to their senses and drop the whole matter? A law that public opinion does not endorse cannot be enforced. In wheeling circles, public opinion is not up to a strict enforcement of the amateur law. Wheelmen are clinging to an amateur law that is a farce. The officials whose duty it is to enforce this law dare not do it. Every maker's amateur violates the law in spirit. Suppose the racing board had disqualified the English contingent. Would there not have been a howl? And yet we all knew they deserved it. When wheelmen and promoters of tournaments call for the disqualification of makers' amateurs, then we can have an amateur law. But they never will. A few fellows from way-back who have distorted notions regarding the amateur law, are leading wheelmen by the nose. We shall not have peace till the amateur law goes.

JAN.

CURRENT CALAMO

It is stated that Howell will soon enter the matrimonial ranks.

MR. LEONARD B. AHL, of Boston, sailed for Liverpool, in the "Etruria," on Saturday last.

MR. GEO. D. GIDEON, agent for the Invincible Cycles, has sent us his new catalogue, just issued.

OLIVER P. SANDERSON was arrested in this city, on Sunday, for the theft of a bicycle. Sanderson is a painter, and had been at work for two days for Eben H. Ellison, at Newton, and on Thursday, it is alleged, he entered a barn on the premises and stole a 52-inch nickel plated Harvard bicycle, valued at \$100. With this he is said to have walked to Brighton, where he put it on board a train and brought it to Boston. The bicycle was recovered at his room.

ONCE more the *Cyclist and Athlete* is revived. It is to be published every Friday, at Newark, N. J., by D. M. Kurtz and J. W. Barnes.

THE Keen fund is about to be closed.

R. HOWELL won no less than nine championships in England during the past season. He won three one-mile, three ten-mile, three twenty miles. He competed in eleven championships. Wood beat him by three quarters of a length in a ten-mile championship, and by a few inches in a twenty-five mile championship. His principal opponent was Wood, who was second to him six times. Wood won one ten-mile championship and two twenty-five miles. Duncan won two fifty-mile championships, winning the last by half a yard from Wood.

R. H. ENGLISH will ride the Rudge machine next season.

THE Marquis of Lorne has taken out a patent for "an improvement in bicycles."

BURNHAM has been rusticated in the back woods of Maine. He returned last week, bringing home the antlers and saddle of a deer that fell beneath his rifle. Weight, 200 pounds.

At a recent meeting of the Keen-fund committee, held at Anderton's hotel, London, the secretary stated that the cash total in the hands of the bankers amounted to £219 9s. 9d., whilst the unpaid items reached £19 14s., giving in all £239 3s. 9d., after allowing £12 15s. for all expenses from the starting of the fund (November, 1884) down to the present time. The date for finally closing the list, having been brought forward and carefully considered, it was eventually resolved that the fund shall finally close on 31 Dec. 1885.

THE final hearing has been had in the bicycle suit of the Pope Manufacturing Company v. T. B. Jefferey, in the United States Circuit Court for the Northern District of Illinois, for some time pending, the decision of the Court being in favor of the Pope Manufacturing Company, for damages, costs, and an injunction.

MR. W. P. URE, one of our Scottish R. C.'s, contributes a valuable wrinkle thus: "I have recently discovered a cure for an annoyance to which I have been subject for some little time, and as it is probable that others of our members may be suffering from the same cause, I think it might be worth while making known my way of obviating it through the *Gazette*. The annoyance I refer to is the breaking of spokes close to the rim, and my mode of dealing with it is as follows: I cut up a spoke into small pieces, about two and a half to three inches long, and head up one end of each of these small pieces. I carry two or three of these with me in my tool bag, and, when a spoke gives way, I simply insert one of them through the hole in the rim, bend round the end of it by means of a small pair of pliers, bend round the end of the broken spoke in a similar manner, hook the one into the other, and tighten up the spoke in the usual way. The plan enables me to mend a spoke on any country road in ten minutes. I have now three spokes mended in this way, and none of them show any signs of giving way, though I have ridden several hundred miles since mending the first."—C. T. C. *Gazette*.

MOST of the tandem tricycles at present on the market enable the steering to be performed by the rider who sits behind, for the excellent reason that when a lady is riding she usually occupies the front seat. There are, however, some few machines which have facilities for none but the front rider to steer; and it is for the benefit of owners of such tricycles that we describe a dodge which has been rigged up on his "Centaur" front-steering tandem by a London rider. As a general rule, the front-steering "Centaur" are fitted with double and alternate steering; but there are some of this make, as of others, in which the front rider only can guide. There must be a grooved pulley, some four inches in diameter, keyed on to the spindle of the front spade handle, and a similar grooved pulley keyed on to a spade handle turning loosely in a socket at the rear. By joining these two grooved pulleys, by means of an endless cord,—a length of green or red picture cord, with its ends tied together, will answer the purpose,—taking care to fasten the cords at the opposite extremities so as to prevent their slipping around in the grooves, the two will necessarily turn horizontally in complete unison, and the rider in the rear can control the motion of the front steering-handle. A tourniquet arrangement, formed by twisting the cords with a pair of short stiff wires, will enable a proper degree of tension to be kept. One considerable advantage afforded by such an arrangement is that a novice can be safely schooled in the art of steering the tandem from the front seat, the rider in the rear only taking charge when a difficult corner is approached. The arrangement is also applicable to rear-steering tan-

demons, such as the "Invincible," when it is desired that the front rider should steer. — *Wheel World*.

ONE of the cardinal discomforts attendant upon riding in cold and windy weather is that the wind blows up the sleeves of the rider's coat, and strikes very cold to the region around the armpits. Gauntleted gloves have been adopted by many men as a panacea for this evil, but their appearance is very distasteful to most cyclists. Under the name of "wind-stoppers," a London firm is now selling a simple invention which very effectually stops the progress of wind up the sleeves, without in the least altering the appearance of the coat, and without the necessity for any discomfort. These wind-stoppers are made of Jaeger's patent all-wool material, and resemble the ends of the sleeves of a merino under-vest, the extremities clinging around the wrist by the elasticity of the material; they are about nine inches in length, and the upper ends have to be sewn inside the coat sleeves. Thus it is seen that the wind-stoppers form an integral portion of the coat, although invisible outwardly; and when the hands are put through the sleeves, the "stoppers" cling around the wrists and prevent any rush of air up the arms; at the same time, the woven wool allows perfect ventilation, and absorbs any perspiration from the wrists with which it is in contact. — *Wheel World*.

From a Feminine Point of View.

I WAS not a little amused at the glorification of the tandem in your last issue, by one whom you call an "enthusiastic tandem," and I do not think it would be at all difficult for me to read between the lines and discover the author. When he says that "the tandem has shown wonderful qualities, especially in the mixed tours," I am not inclined to dispute with him, for I have seen the results, and I bow to the verdict, but I object to the glorification of the tandem when it costs the degradation of the single.

I HAVE been called an enemy to the tandem, and have been charged with all manner of evil thoughts respecting it, of which I am innocent. If it constitutes one enemy to the tandem, to say that when I ride double I prefer the sociable, I suppose I shall have to let the word stand, but it conveys an idea quite foreign to the sentiments I cherish.

I CHEERFULLY admit that two on a tandem can get more speed than can two on a sociable, and in some parts of the country the one can be used and the other cannot. I am also quite ready to admit that my ideas are largely based upon my personal prejudices. I am very glad that I live in a part of the country where the sociable is practical, and I sympathize with my sisters who do not.

BUT I am getting away from what I was intending to say. I can clearly see in the paragraph of Mr. Tandemon a sly nudge in my direction, and I am not inclined to retire from the defence of my favorite single.

IF it is the main object in tricycle riding to go fast and to go far, then we of the weaker sex should immediately abandon the single machine, mount the tandem, and allow a gentleman to do two thirds of the work. We should then go faster and farther, but should we get out of the exercise what we want? I think not.

I WAS always of an independent spirit, and I like to have command of my own machine. I can ride forty miles with no undue fatigue, and I can average seven miles an hour. More than this I do not care for. When I am in the family carry-all with pleasant company, driving through a beautiful country, and in the full enjoyment of nature, I do not envy the men who rush by us with fast trotting horses, going at a breakneck speed. When I am going along a pleasant road on my single, I do not envy the scorching couple on a tandem, who come from behind, and quickly leave me in the distance. Speed is not the only object with me.

RIDING the single I develop strength impossible to be gained on the double. Will Mr. Tandemon tell me what kind of a showing on the road either one of the lady riders of the tandems on the North Shore trip would make if mounted on singles, against those ladies who rode singles on that occasion? Would there not have been more tow ropes?

MR. TANDEMON would have the ladies resigned to their weakness. I would have them get strength and health out of the wheel, and at the same time extract all possible enjoyment. I am quite willing for him to scorch, if he will let me plod along enjoying my trip to the utmost. I can get more pleasure in keeping by the side of a weaker rider, and enjoying her society, than I could possibly find in running away from her, and taunting her with the statement at the end of the trip that I had beaten her by so many minutes and so many seconds.

IF a party goes out for an afternoon walk, they keep together and enjoy everything in common. What an idiotic performance it would be were they to walk as fast as possible, string out into a line the parts of which would be at unequal distances, and at the end boast of the time made. And yet this very thing is common in cycling circles. Let me see, — I believe I said "idiotic," and I believe there are those who say that the presence of the wheel disturbs none of the rules of etiquette or courtesy.

AND yet speed is not altogether to be despised. I would not have it inferred that because I am not ambitious to mount a tandem and go like the wind, I want to drag along on a heavy machine at a snail's pace. Not at all. Give me the lightest possible machine that can be built strong enough to carry me, and I will get a sum of results that I believe impossible to the tandem rider. She will go faster and farther than I, but she will owe much of her speed and distance to some one else.

DAISIE.

Cycling in New Jersey.

IN years past, when the wheel was a novelty, and scarcely known outside of the "Hub," it was introduced in Newark by that old veteran cyclist Mr. Burt Knight, of the Essex Club. His first machine was a velocipede. There might have been others unknown to the writer, who, long after this, had the pleasure of riding the first tricycle, an imported Centaur, on the beautiful roads of Orange. The Essex Club was organized about this time, and soon became an institution, with a large number of members, most of whom resided in and about Newark, — soon after a certain Fourth of July celebration held at Boston, at which the city authorities gave a bicycle tournament, and offered liberal prizes for the best riders. A now well known, and then an unknown young member of the Essex, who had been riding only six months, entered the competition list, and made his first appearance in Boston at the turning of the races. There was only one rider in Massachusetts who claimed to be champion, having taken some prizes. I think his name was Pitman. He was early on the ground. The races were to take place on Huntington avenue. He had his tent pitched and his colored trainer, and avowed his determination to scoop in all the medals. The time for the start arrived, when a young stripling appeared in racing costume, with a Harvard roadster. He was from the Essex (N. J.) Club. He had no trainer, and only a few friends who recognized him. The start was made; he missed the first race by a few feet only from a slip of his pedal. Pitman did not, however, win it. The second race was the one particularly that Pitman was after, and it was thought no one on the ground could beat him. The run was made; Pitman was beaten by the young stripling of the Essex (N. J.) Club. It was a great triumph for the Boston boys to have some one who could vanquish their champion. The young rider soon became known. He returned to his New Jersey home the same night. His debut, so successful in Boston, and many achievements in the various athletic clubs in and about New York during that summer and autumn gave the Essex Club a prominence amongst wheelmen everywhere, and gave an impetus to bicycling throughout New Jersey. The old Essex Club grew disproportionately large, the members were scat-

tered throughout Essex and the adjoining counties, and to-day we find the New Jersey Wheelman, the Montclair Club, the Orange Wanderers, and the Plainfield and Elizabeth Clubs, and others that might be mentioned, embracing members who were originally attached to the old Essex.

During the past year there has been a large accession to the wheelmen of Essex County, and particularly to the unattached, and among these no small number of ladies who ride the tricycle and the tandem. There are some remarkable cases of restored health and reinvigorated physiques amongst the lady riders in Essex County, the roads are so fine. The Victor is very popular; and since the Cripper has been introduced, it is a great favorite, because of its light weight and easy hill-climbing qualities, but the Genuine Humber Tandem is the greatest favorite, because the ladies do not object to the aid they get on the tandem from their companion riders. They can work or not work, just as they please, but they do enjoy the tandem hugely, and there are now more than a score of them flying over our fine Macadam every fine day, and the number will be greatly increased the coming season. The more intelligent classes are now taking a deep interest in the subject. Physicians see the benefit that accrues to their patients, and set the example of a daily use of the wheel in their practice. One married lady, in poor health, commenced riding a Victor tricycle, and for some time confined her trips to one half a mile once a day. She is now in robust health, and rides with her husband, on a genuine Humber tandem, many miles daily. Other instances could be given. Clergymen are riding, and thus make it part of the practical gospel they are preaching. An intelligent dealer, who, while striving to make an honest living, but who goes into the business, not from any sordid motive, but from his love of it and fondness for the wheel; who is an educated engineer and fully understands the business, and who has the manly independence to give an honest opinion to any one who asks for it, does much to promote the truest interests of cycling, wherever such may be found. We have such right in our midst, and it would be well for the general interest of the trade if they could be found everywhere.

This moralizing is a mere interlude to my letter, which was intended only as a brief review of wheel interests in our little State. Long a constant and interested reader of every number of the *WORLD*, as it comes out, I see but little concerning New Jersey. And by the way, I think the *WORLD*'s progress, independent of rings, proves my assertion that cycling is no longer an experiment.

With a few items of news, I will close my letter:—

A conference is now being held by several clubs in Essex County, looking towards establishing a permanent race track and grounds for athletic sports in

this vicinity, and should others not conclude to unite in the matter, the Orange Wanderers will probably take the matter in hand. They have quite a number of enthusiastic lady members, who will render their aid and influence.

Zacharias & Smith have reopened their skating rink at Roseville, near Newark. They gave an exhibition of a steam propelling tricycle on the opening night, which was not satisfactory in its results. No doubt the time will come when the motive power of electricity and steam will be utilized for the benefit of riders of the wheel. We cannot take everything in in one generation. Yet there is little doubt that somebody is looking around to secure all the patents that may be applied for.

The Plainfield Club had their annual meeting and dinner at Netherwood Hotel, Plainfield, a short time since. There were about forty members present. The club is in a prosperous condition, and they had an enjoyable time.

The Orange Wanderers continue their weekly runs, and the fine roads of Essex are teeming with wheelmen, who seem to enjoy our bracing autumn weather.

OLD ESSEX.

NEW JERSEY, October, 1885.

Minneapolis.

THE clubs are doing little work at present; by that I mean the riders as a body have nothing of especial importance on hand. Every one is riding, and enjoying to the utmost the fine roads and bracing air that we have at this time of the year.

The city is all excited over the Bell-Woodside races, two of which have already taken place, in both of which Bell was the winner. The distance run is five miles; time of first race, 17.53; of the second, 16.45, or seventeen and a half seconds faster than Bell's famous rink time of last winter. Bell's tactics is to follow the leader till there is about ten laps to run, then he rushes his man down the stretch so fast that he has to slacken his speed or run into the railing, he rides wide of the flag at the end, Bell cuts the end nicely, and by a little judicious work gets the lead, and rapidly opens the gap. In the second race he beat Woodside by one half lap in spite of the latter's best efforts.

Tuesday, 24 November, will occur the third race; in the meantime the ends will be raised. Woodside has offered Bell a start in this race, but the latter prefers to start even, as he expresses it, to see how near he can keep to him. There is plenty of money anxious to go up on Bell's head even in this race. One thing is evident, there is no living man that can come into that rink as it is now, and beat Bell with any kind of crank bicycle.

John Nicholson, one of Minnesota's most enthusiastic bicyclists, has gone to Ireland; is expected to return in January.

Armory Hall Bicycle School is closed till the middle of January, when S. F.

Heath & Co. will reopen and warm things up for the next season. Everything points to a very active season, new riders are expected by the scores, composed of business and professional men largely. S. F. Heath & Co. have an office at Armory Hall to do business, and report an occasional sale even now.

The Mercury Bicycle Club promise at least two entertainments during the winter, a ball and midwinter racing tournament.

Long runs into the country will be the order of riding next year, and will doubtless take the place of the evening run of the clubs. These runs will no doubt take place largely on Sunday, as people here now look upon a Sunday rider with no disfavor whatever. As to the Sunday riders themselves, it is a godsend to get out where they can expand their lungs with good pure air at least once each week, and lay in a stock of vitality for the next six days. It is not my purpose to argue that Sunday riding is right, but to simply tell you how it is looked upon by the people of the West.

A long tour is contemplated by Minnesota wheelmen for next summer's vacation. It is at present in embryo, hence a mere notice is sufficient at this time.

S. F. HEATH.

A Mile in Two Minutes.

FOUR or five years ago I predicted that the bicycle racer would, before the close of this century, equal, and probably surpass, the best trotting horse record in covering one mile. Since then I have lived to see the bicycle racer gain a quarter of a minute on the horse. Part of this gain is due to greater perfection in the wheel, part to better tracks, part to better riding. The bicycle rider is still over twenty seconds behind the horse. The horse is still gaining in speed. Before the century closes, it is considered probable that the horse will trot a mile in two minutes. This is over half a minute quicker than the best bicycle record. Can the man overtake the horse? The answer to this depends upon several propositions.

The gain in speed of the horse depends upon the improvement of the horse. Not more than a second or two can be gained by the horse through improvements in training, or in sulkies, or both. The increase for the horse depends upon breeding better horses.

The bicycle rider is not improving. The greater number of riders, giving a wider range for selection, increases the chances for the appearance of a phenomenal racer. A few seconds may still be gained by better training. But it is hopeless to look for a man who can ride one of the present styles of bicycles much faster than has already been done. We are not breeding men on scientific principles, for speed, like horses. Hence, we need not expect much better men to appear on the track.

The bicycle racer must, therefore, look

almost wholly to improvements in the machine for increase of speed.

An improvement in the bicycle great enough to enable a racer to ride a mile more than half a minute quicker than the present record of 2.31 and a fraction, must necessarily be a radical change from present forms of construction. No amount of increased perfection in details will suffice to cover that enormous odds. Besides, it is questionable if the present form of wheel can be much improved. They are now manufactured almost perfect in simplicity, lightness, strength, proportion, etc. The track cannot be improved any further, or but the merest trifle.

Evidently the radical improvement needed to greatly quicken the speed must be in the method of propulsion. The main difficulty is not that a rider has not sufficient strength, but that he cannot ply his legs with sufficient speed to go at the rate of a mile in two minutes, even if no perceptible power were required to drive the wheel. Hendee, Rowe, Weber, and the English flyers have about reached the limit of possible speed in the play of the pedals. But they have not reached, nor begun to approach, the limit of power possible at a moderate speed of pedal play. Nobody knows, nobody has even guessed, the possible speed which may be attained by wheels geared to run faster than the pedals on a light racing wheel.

But such gearing, applied to a bicycle, must be capable of being shifted over a wide range while at full speed, without jar, loss of stroke or power, and so as to exactly meet the rider's need at any point between its two extremes of fast and slow. Where the track is smooth and the wind behind, the rider should be made able to almost fly; where the track is soft or rough, to put on more power with less speed; where the wind is ahead, to put on still more power and still less speed, coming down to level gear; and if the track is here also soft or up hill, to put on still more power and still less speed, — all by a mere pressure of a finger on a lever. How this is to be done inventors must find out. It is a difficult problem, but I believe it will be solved.

I am of those who believe that the bicycle, perfect as we think it is, is still in its infancy, — a crude and imperfect vehicle, compared with what it will be by and by. I believe that the next fifteen years will probably witness a radical and almost revolutionary change in the methods by which the power of the rider will be applied to the propulsion of the wheel, — something which will retire all present forms to the scrap heap. Observe that this belief and prediction apply only to the propulsive parts, — the construction of the wheels, the backbone, forks, springs, saddle, and general form and proportions of the machine, as a whole, need not, and I think will not, materially change, though they will be modified somewhat.

I make this prediction confidently, because I know that the force necessary

to drive a man and wheel at the rate of a mile in two minutes is far within the muscular power of man. Exactly the power required for such a speed is easily calculated by a mathematician; and it is demonstrable that if the muscular force of a man can be applied to the best advantage, so as to transmit even seventy-five per cent of it to the propulsive machinery of the wheel, he can exert a power sufficient to drive him, on a still day, over a level and smooth track, at the rate of about a mile a minute. With the present wheel, a great part of this power is wasted in the effort required to raise and lower his legs at a speed more rapid than nature has provided for, if he is to put forth the whole of his muscular force. To go a mile in three minutes, a man riding a 50-inch bicycle has to raise and lower each foot and leg, weighing about thirty pounds, over a space of about ten inches perpendicular at the rate of one hundred and forty-nine times per minute. This of itself is a great task, even if he uses no power at all to propel the wheel. The muscular machinery is too heavy for such a quick motion. It is exhausted in moving itself. Give it a slower motion and it can exert a power much greater in proportion to its speed.

PRESIDENT BATES.

Recent Patents.

The following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 328,986, Geo. T. Warwick, Springfield, Mass., machine for bending and setting the backbones of bicycles.

No. 328,987, Geo. T. Warwick, Springfield, Mass., tool for making hollow rims for bicycle wheels.

No. 329,102, Joseph M. Tryon, West Farms, N. Y., velocipede; a bicycle of the Star type.

No. 329,362, Herman L. Chapman, Marcellus, Mich., velocipede; a three-track tricycle.

No. 329,402, Wallace Lyon, Bridgeport, Conn., bicycle.

No. 329,517, Thos. Warwick, Birmingham, England, assignor to the Overman Wheel Company, velocipede; a tricycle.

No. 329,755, P. E. McIntosh, Auburn, N. Y., tricycles; impelled by hand and foot power and steered by the trunk of the rider.

No. 329,850, A. H. Overman, Chicopee, Mass., seat for velocipedes; a skeleton frame formed from a single piece of wire, the seat proper and back rest being composed of pliable bands.

No. 329,851, A. H. Overman, Chicopee, Mass., velocipede pedal; rectangular bars, each composed of a light core of wood or equivalent material enclosed in a rubber envelope, their wide working faces inclining toward each other.

Nos. 330,026 and 330,027, Edward P. Howe, Northborough, assignor of five eighths to Charles R. Rogers and John

J. Shaw, Plymouth, Mass., velocipede brakes.

No. 330,123, Seldon A. Jan Graw, Nashua, N. H., bicycle.

No. 330,346, Herbert S. Owen, Washington, D. C., velocipede; a bicycle of the Star type.

No. 330,430, Albert P. Selier, Mansfield, Ohio, bicycle holder; supports the bicycle on rollers and is provided with a distance recording device and indicator.

No. 330,786, Joseph Hussong, Camden, N. J., ice velocipede.

257 and 259 Miles.

THE twenty-four record was broken twice in one day last week, first by W. H. Huntley, of Newton, and afterwards by L. D. Munger, of Detroit, Mich. Huntley started first, at 2 p. m. on Friday, and riding over a selected course, he finished twenty-four hours later with 257 $\frac{1}{2}$ miles to his credit. Munger started at 5 p. m., and rode under great disadvantage. His leg was in bandages, and being unable to bend his knee to its full limit, his pedals were unequally adjusted. He scored 259 $\frac{3}{4}$ miles. We are promised certificates to prove both these records, but up time of going to press we have received proof of neither.

RACING NEWS

At a meeting of the Chicago Bicycle Track Association on the 18th, an assessment was voted to cover all indebtedness. The guarantors are out some fifteen hundred dollars on the season, but are determined to persevere.

MINNEAPOLIS, MINN., 24 November. — The last of a series of three five-mile races between William M. Woodside and Grant Bell, of Minneapolis, was run at Washington rink to-night. Woodside took the lead from the start, and won by an even lap, 683 feet, in 15.19. Bell has won the two previous races in less than seventeen minutes. To-night Woodside changed his Safety machine for a 57-inch Columbia Light Roadster. Bell used his favorite Star. Friday evening Woodside will try to break the fifty-mile record made by Prince at St. Louis recently.

BUFFALO, 24 November. — At eight o'clock to-night, at the Main street skating rink, Elsie von Blumen, began her task of riding 400 miles in fifty consecutive hours.

CLEVELAND, 20 November. — A large audience assembled at the Olympian Rink to witness the first obstacle race ever held in Cleveland. The following riders took part: R. P. Ruck, J. McTigue, A. E. Douhet, and Walter Collins, all wearing Star machines. The programme of races was as follows: Tandem once around hall; carrying bicycles over obstacles; riding over tilting board and through net; riding over sand bag and through partition of paper; riding down

steps; riding and mounting with mattress fastened to rider's back; eating suspended apple; rolling keg across hall. The race resulted as follows: R. P. Ruck (1), J. McTigue (2).

NEW JERSEY CYCLING AND ATHLETIC ASSOCIATION.—This association has been organized for the purpose of building a first-class bicycle path. The incorporators are: R. M. Sanger, Orange Wanderers; D. E. Drake and W. H. Parsons, New Jersey Wheelmen; H. W. Knight and W. H. Peck, Essex Bicycle Club; L. B. Bonnett, Elizabeth Wheelmen; E. W. Johnson, Hudson County Wheelmen; and R. W. Weir, Montclair Wheelmen.

The Lynn Cycle Club has appointed a committee to hunt up a desirable location for constructing a track. Several lots within the city limits can be secured, and something will be definitely settled upon very shortly. It is proposed to form a stock company, the shares to be taken by prominent men in Lynn and the cycle dealers of Boston. The track will be half a mile in circuit, and will be of the same construction as that at Springfield. It is to be enclosed by a high fence, and a huge grand stand will be erected on the ground. It is understood that one of the members of the club has offered to erect this stand at his own expense, and take as payment a lease of it for a certain period. It is proposed to have the track down by 1 April, so that the riders may begin training for the spring races. A tournament will be held in the spring, and another and larger one will be held next September.

MINNEAPOLIS, MINN., 21 November.—William M. Woodside, at Washington rink, in this city, to-night, attempted to break the American Safety bicycle record. The official timekeepers make the time as follows: One mile, 3.5; two miles, 6.14; five miles, 16; seven miles, 22.30; eight miles, 25.30; nine miles, 28.47; ten miles, 31.54.

ST. LOUIS, 20 November.—S. G. Whittaker, on a Columbia racing tricycle, was timed as follows, for ten miles. The time above five miles are ahead of the American record: One mile, 3.11 $\frac{1}{2}$; two miles, 6.29 $\frac{1}{2}$; three miles, 9.49; four miles, 13.10 $\frac{1}{2}$; five miles, 16.31 $\frac{1}{2}$; six miles, *19.50; seven miles, *23.8 $\frac{1}{2}$; eight miles, *26.27 $\frac{1}{2}$; nine miles, *29.44; ten miles, *32.56 $\frac{1}{2}$.

The *Mirror of American Sports* credits John S. Prince with record made at St. Louis 14 November.

"On the upper tier of the amphitheatre of the Fair grounds, on a track 2,180 yards in length, 14 November, John S. Prince made a trial to beat the 50-mile record held by Woodside, and succeeded. Mr. S. G. Whittaker acted as referee and starter. Mr. J. E. Smith, of the Simmons Hardware Company, was scorer, and the timers were Messrs. J. A. St. John, L. S. C. Ladish, of the *American Wheelman*, and Louis Luders, of the Missouri Wheel Company. Prince rode

a 54-inch Columbia wheel, weighing twenty-two pounds, and from the start he began to take liberties with time. He rode without slackening until his twenty-second mile, when he eased up sufficiently to catch a bottle, from which he took a drink of beef tea, which he repeated at intervals of ten miles. The evening turned colder and colder as time went on, and though the wind dropped somewhat, it was evident, as Prince drew near the thirtieth mile, that he was stiffening rapidly, and darkness also came on very rapidly and to his great detriment. When the fortieth mile was covered, Prince was two minutes ahead of time, but when the forty-eighth mile was reached, he was but forty seconds ahead of it, and it was too dark to see the track. The timers were at this period forced to use lanterns, and it seemed impossible that the task could be ended. Prince, however, persisted to the end, and crossed the line in 2.53.56, beating the record 3.25 $\frac{1}{2}$." This record must be proved before it is accepted.

WHEEL CLUB DOINGS

The Florence (Mass.) Club has opened its new club rooms, and is preparing to enjoy the winter with social amusements. Several members will join the League 1 January, and it is expected next year will bring out a meet. The club numbers twenty-four members, all active and interested, meetings and runs well attended, fifteen being an average attendance. The club has voted not to unite with the Northampton Club.

"The first grand amateur entertainment of the Lowell Bicycle Club" occurred Thursday of last week, and like ancient Gaul, was divided into three parts. The first was an olio, the second a brief bit of variety, and the third a travesty on "Il Trovatore." It is not putting it too strongly to say that the audience, which nearly filled Music Hall last night, received more entertainment through the efforts of these amateurs than any audience that has faced professionals for months.

The Citizens' Club, of New York, has made a change in its by-laws, following the example of the Massachusetts Bicycle Club, giving non-residents half rates, provided they belong to a cycling organization of recognized prominence. The following members of the Massachusetts Club have applied for admission: Henry W. Williams, president; Charles P. Shillaber, captain; F. A. Pratt, secretary; A. A. Pope, past president; E. W. Pope, past captain; C. F. Joy, past treasurer; W. C. Lewis, A. E. Pattison, club committee; E. F. Meyers, Thomas F. Salkeld.

The Brattleboro' (Vt.) Cycle Club has disbanded, and a new club, to be known as the Vermont Wheel Club, of Brattleboro', has been organized. Officers: President, H. L. Emerson; vice-presi-

dent, F. L. Shaw; secretary and treasurer, J. W. Drown; captain, F. T. Reid; lieutenant, C. R. Crosby; color bearer, W. E. Gordon. This club have purchased the furniture, etc., of the late Taurus Club, a social organization, and will occupy the rooms vacated by the latter. The new club numbers eighteen members, and is a L. A. W. club.

The Somerville Club will hold a ball 9 December.

The Springfield Bicycle Club is looking for new quarters. Their rooms in the Massachusetts Mutual Life Building are wanted after 1 February by the insurance company, and a committee from the club have been chosen to find suitable locations elsewhere, and to see what plans can be made towards building a clubhouse. It is expected by some that an enterprising citizen will be found who will build such a house as the club want, and rent it to them for the interest on his investment.

WILMOT and partner have been secured to give an exhibition of fancy riding at the Massachusetts Club Carnival, and the Brockton drill squad will be on hand. There will be three bands of music, including either the First Regiment Drum Corps, or the Dahlgren Post Bugle, Fife and Drum Corps.

The ladies' night at the Massachusetts Club, Saturday night, was the largest ever held by the club, and was extremely enjoyable. It consisted of two parts, parlor and gymnasium, and was under the charge of Secretary F. A. Pratt and S. A. Merrill. There were readings and recitations by Mr. Ford, flute duet by Messrs. F. A. Pratt, L. E. P. Smith, accompanied by Mr. E. C. Regestein; vocal solo, Mrs. Rufus H. Stickney, and character sketches by Mr. S. A. Merrill. In the gymnasium there was French foil fencing, by Messrs. E. F. Myers and W. F. Slocum, single stick fencing between Mr. E. F. Myers and Master Merrill. In the latter bout, the latter, who is about nine years old, succeeded in discomfiting his opponent, and ended up by challenging any one in the assembly to face him. The entertainment came to a close with a fine exhibition of banjo playing and dancing. The club has decided to organize a drill squad. Lieutenant Peck will have command of the squad, and he is now hard at work selecting his men. Mr. E. R. Benson will be bugler, and it is probable that the squad will include Messrs. Morton, Pratt, Atkins, Pattison, and Second Lieutenant Hill. Mr. Peck had a year's experience in the old Ramblers' drill corps.

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ACME COW HORN HANDLE BARS

Handsomely tapered, heavily nickelled, same shape as the Royal Mail. Brake Lever Bracket brazed to the bar with no objectionable projection, and fitted with adjustable set screw and lock-nut to instantly take up all rattle and play in the brake lever. Add greatly to the appearance of a machine. Sell to expert riders at sight. Can be attached in a few moments by any one. Price, complete, with brake lever to match, \$6.00 per pair. Sent by express, C. O. D. on receipt of \$1.00 to guarantee charges. Old bars taken at \$1.50 delivered at Peoria, making net cost \$4.50, whereas the price of Cow Horn Bars, when furnished with new machine, is \$5.00. Large illustrated catalogue of bicycles, sundries and second-hand wheels, free. Our terms of easy payments will be found interesting to every wheelman, as friends can be induced to purchase and ride who would not buy otherwise. No extra charge except for interest.

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Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

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New Jersey. — L. H. Johnson, Orange.

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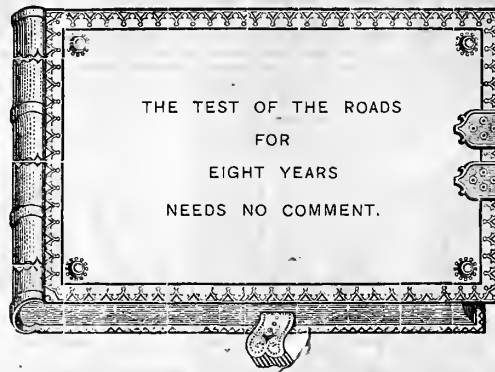
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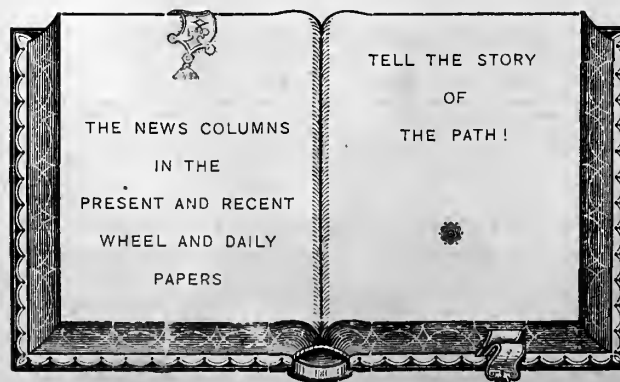
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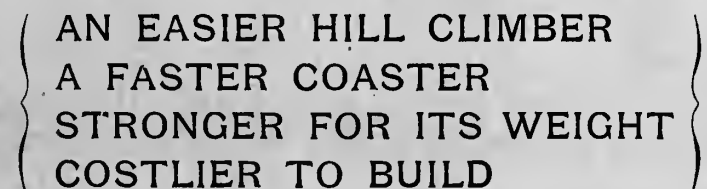
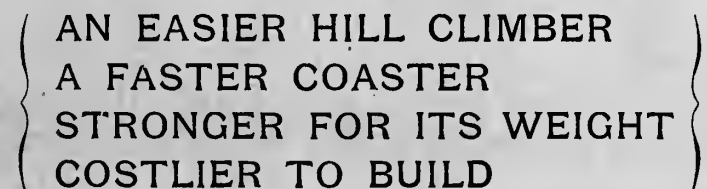
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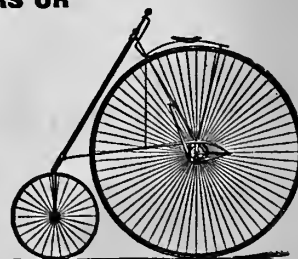
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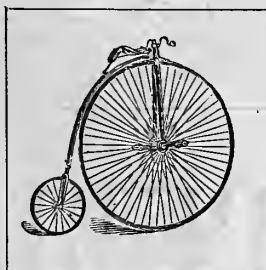
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Published every Friday

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Garvey's, corner 59th St. and Broadway.

ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 4 DEC., 1885.

SIZE OF WHEELS.

THE discussion which has been printed in these columns, anent the size of tricycle wheels, has shown very clearly that there is a demand for a reduction in the size of these wheels, and that a machine that may be suited for one locality is not, therefore, the best for all. To build a machine that will do for all sections of our large territory is the problem that our manufacturers have been obliged to face from the first, and the problem becomes harder with the three-wheeler than with the bicycle. We think that it will be generally admitted by those who have looked at the question free from prejudice that a forty or a forty-two inch wheel will give the best results on the roads around Boston, and that for

other sections where the roads are poor, a larger wheel would be better. We use Boston roads as a type only, fully realizing that other localities can show as good. The maker has, therefore, to decide whether he will make a machine for the good roads, for the poor roads, or, by a happy compromise, construct a machine that can be ridden on both. He generally gives us the compromise, and makes the Boston man sacrifice to the back countryman. As a result, the Boston man gets an imported machine. The maker tells us that he cannot make both kinds. That to do so would involve an expenditure not warranted by the profits that would ensue. We do not undertake to controvert this position, but we submit that it would be better to do one thing or another. Compromises are never satisfactory. The old story of the husband and wife illustrates this. He wanted his dinner at twelve, she at two, and so they set it for one o'clock, and neither was satisfied.

It is a lamentable fact that, save in certain sections, America is not ready for the tricycle. In by far the biggest portion of our territory the machine is not a practical one. The bicycle can find an easy road in places where it would be impossible to propel a tricycle. Outside of certain centres the tricycle is not used in America, and it will not be for many years. These centres absorb nearly the entire output of tricycles. Occasionally a three-wheeler finds its way to the back country, but its experience is generally a short-lived one. In the past we have seen men who did not care to take the risk involved in riding a bicycle, venture upon a tricycle on roads wholly unsuited to it. The result has always been an early abandonment of the wheel. We believe that there is in the back-lying country a demand for a machine that shall be safer than the bicycle, and we also believe that this demand will be met in the future by the safety and not by the tricycle.

In the past we will say that six tricycles have been sold where roads are good, and two where roads are poor. We believe that the future will show the two purchasers taking to the safety, and the six can be easily made twelve, if their wants are catered to. In a word, we believe it would be greatly to the advantage of the manufacturers to cater to their largest constituency. That constituency can be multiplied if its wants are consid-

ered. The importers fully realize this fact, and they give us machines built for the best roads. Next season will see Quadrants, Crippers, Invincibles, Ranelagh Clubs, and machines of this ilk on the roads about Boston, Orange, Buffalo, and Philadelphia, if our manufacturers do not step in with as good a machine, and it will see American machines relegated to the back country. We believe, as we have said before, that the machine for the best roads must have not larger than 40 in. wheels, it must have handle-bar steering, a 22 or 24 inch steering wheel, and a strong hand brake. This wheel will not be the best for poor roads, but it will outsell any wheel that caters to the sandy and rocky roadways.

THE *Bulletin* thinks we are a little premature in saying that the League will undoubtedly fix upon 27, 28, and 29 May as the dates for the League meet, and it calls for an expression of opinion from members regarding the choice of dates. Does the editor forget the precedents that have been established? In past years, beginning with the New York meet, and continuing ever since, the League has allowed its hosts to dictate the time for the meet. New York made a change in the programme by choosing a day other than Memorial Day, and the other cities have since then selected a date to suit their own convenience. We have always opposed this idea. We believe the League should choose its own date, meet where it pleases, and pay its own bills. In this position we have been in a hopeless minority, and we have good reason to think that the League will act this year as it has in the past. A vote has been passed to invite the League to meet in Boston on the days we have indicated, and we have every reason to believe that the invitation will be accepted.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Class Racing Again.

Editor *Bicycling World*:—Two of your correspondents have made an attempt to tell me why the same law should not govern class racing and handicapping, and neither succeed. To say that a thing is so because it is so is a poor way of imparting information. Dr. Ty-

ler, says: "A class race is limited to men who have never shown better public form than the class they enter, and should be based on public record." All this I knew before, all but the "should be." I asked to have that "should be" explained. "X Y Z" says "the classification of men is intended to reduce the matter to a certainty, and to take it out of the pale of human judgment." This is as clear as mud. Under the arbitrary laws laid down by these two writers class racing is no better than scratch racing, and we had better have nothing to do with it. To my mind class racing will be valuable if it is founded on common-sense laws. Otherwise it will be as farcical as it was at Springfield and Hartford. If Dr. Tyler and my cabalistic friend are satisfied with the results shown by the tournaments, they are in a minority among wheelmen. The results of those races, more than anything else, drew down upon us the criticisms of the English press. It is a poor system which will allow 2.41 to be made in a 3.10 race. The best races are those where there are close finishes. Anything that will promote close finishes will redound to the credit and the popularity of racing. Any system that will not improve in this direction over scratch racing, will but complicate things, to no good end. To my mind, class racing and handicapping should be governed by the same laws and the same ideas. They carry out, in different ways, an idea that is of value. In a class race there should be assembled at the scratch men who are known to be of ability about the same, and no better than the limitation. This will give us the end devoutly to be wished, a close finish. Under the present law, defended by your correspondents, we should have on the scratch men who would be known to be equal to twenty, fifteen, ten, and five seconds better than the limitation, and the results would be no better than we see in a scratch race. A system hedged about by technicalities is always profitless, and profitless has been class racing under existing laws. Handicapping gives us the best results, if carried out well. We can get nearly as good results from class racing if we will employ the same ideas that underlie handicapping. Any other system would be a farce, built upon a technicality, and all our results would be barren. The official handicapper should class the men just as he handicaps them. "X Y Z" concludes with this: "If the same rule is to be applied in class races as in handicaps, perhaps 'Duffer' will elucidate the advantage of one over the other." The advantage is only in the variety. In the interest of the slow men, I want a race in which they will have some chance of winning. Suppose, for instance, at Springfield, every race was a handicap. Then the English makers' amateurs could go into every race and stand a good chance of winning everything. If, on the contrary, all were class races, these men could go only into those races confined to their

class, and the slow men would be allowed to fight their little battle undisturbed by the fliers. In the 2.40 class would be all the best English and American fliers. In the 3m. class would come the next grade, and in the 3.10 class the next. All would be equalized by their *abilities*, and each race would be a close one. It would be a handicap race of scratch men. This would carry out Mr. Kirkpatrick's idea of reducing the number of races into which the makers' amateurs could enter, and it would destroy their advertising value. Handicapping will not do this, for the makers' amateurs can go into every handicap race. DUFFER.

Handicapping.

Editor Bicycling World:—I desire to thank Mr. N. P. Tyler for bringing his more accurate knowledge in support of my opinions. It seems that "Duffer," true to his *nom de plume*, did not know what he was writing about, and for the sake of squelching me, indulged in wild assertions of fact. X. Y. Z.

Makers' Amateurs.

Editor Bicycling World:—In your last issue, I see by "Currente Calamo" that English is to ride a Rudge next year. Hitherto he has ridden a Humber, but he evidently has been induced to change his mount. Every one knows that he and many others are directly or indirectly paid for their services on the path, and yet are allowed to compete on equal terms with the true amateur. Is this fair? JUSTICE.

"Daisie" on Tandems.

Editor Bicycling World:—Some people in this world will always be a few years behind in their ideas. We will say, however, that "Daisie" is right in her surmise as to our individuality, but is n't it rather unkind to accuse another, of whom she knows nothing really, either way, especially after having eaten with us the sacred squash pie of peace?

Pray, "Daisie," confine yourself to facts, and answer, Why should anybody ride a single machine, when the labor to *both* parties is much easier on a tandem? Why do you "stick up" for a Sociable of two or three hundred pounds, against a tandem of one half to one third that weight, when you kick for a lighter single? Answer, or forever hold your peace. MR. TANDEM.

From Mrs. Tandemon.

Editor Bicycling World:—In prehistoric ages, we learn that wood was hewn with stone axes, which fact is more wonderful when the instruments are examined at museums. To-day, we let the girl cut the wood while we go tricycling. Some antediluvian characters, however, still "bruise wood" personally, as the late

lamented "Josh" would put it. By this we would illustrate that tastes differ. We rode a tricycle without a tow-line when "Daisie" was not yet sown in the field of the wheeling world, and now feel that we have graduated to a higher sphere as a tandemness. We note no complaint to date as to our not doing our proper share of the work, and have gained strength, health, and a goodly amount of avoirdupois from using the "enervating" tandem. Make a ladder of the better-half, my dear "Daisie," and secure the "acid fruit" for yourself another season by becoming one of us.

MRS. TANDEM.

Cyclometer Records.

Editor Bicycling World:—The winter is upon us. The riding season is practically at an end. We may consider at any rate that no more road records will be made until next year, so that I may be pardoned for calling attention to the very slim evidence on which the late series of wonderful performances rest. We have seen the records climb up mile after mile, oftentimes under adverse circumstances, until we are within seven miles of the English record. These records depend almost entirely on cyclometers and nothing else. The mere fact that the riders were accompanied by wheelmen proves nothing except the record-breaker did not sit down on the side of the road and whirl his wheel. The mere fact that the register of the cyclometer was taken at the start and at the finish proves nothing. It does not prove that the interior mechanism of the cyclometer was not adjusted for a smaller wheel than the one fitted. I do not wish to throw any doubts upon the records to cast aspersions against those interested in them, or to hint at dishonesty and fraud on the part of any one, but I do maintain that the present system of verifying records is defective. It opens up an opportunity for the grossest fraud, and offers temptations to the enterprising maker and the greedy makers' amateur. Two days after a record is made under the present system it cannot be investigated. The evidence is scattered to the four winds; no amount of acuteness would prove that the record was not made. Let there be a change.

STEVENS.

Makers' Amateurs.

Editor Bicycling World:—Your correspondent "Jan" of last week discusses the Makers' Amateur question, and at the same time wishes to know when cyclists will "come to their senses and drop the whole matter." He calls it an "antiquated chestnut," but it is the burning question of the day, and is of far more importance to the ninety-and-nine wheelmen than many other matters that are vigorously discussed in the cycling press. It is not an "antiquated chestnut." It is a live issue, and a matter that I hope will be hammered upon with all vigor

until the powers that be awake to a realizing sense of their duty, and public opinion is aroused against a system which has reduced the sport to a contest between professionals under the nominal guise of amateurs. What chance is there on the path for the average wheelman, devoting the bulk of his time to earning a livelihood in the more legitimate departments of business, so long as men who are paid for their services are allowed to compete on equal terms with them. "Jan" says every "makers' amateur violates the law in spirit." Yes, every one of them violates the letter of the law as well. It is common talk that this racing man or that has been paid so much in actual cash for his victories on a certain wheel. It is known that the makers outbid each other for the possession of a racing man who is liable to be of benefit to them. "Jan" strikes the keynote when he says, "The officials whose duty it is to enforce this law dare not do it." Why is it? They are afraid of the makers. They are content to let things slide, and do injustice to the majority of wheelmen, rather than incur the enmity of a powerful dealer. This should not be, and the power of the makers is overestimated. But I do not believe the makers would have much fault to find if they were relieved from the clamorous demands of the makers' amateurs. AMATEUR.

The Size of Wheels.

Editor Bicycling World:—Will you allow a few comments on the letters on this subject which have appeared so far?

I have been much interested in the question, but want a little more light than has been thrown on the subject yet.

C. T. C. No. 12,567 is rather too indefinite as a guide. What he says simply amounts to, "Let each man choose for himself according to circumstances," while F. E. C. evidently rides a "Salvo" of 1882, and would probably look upon a "bone-shaker" as too light and flimsy for road work, and think it only fit for the race track.

"Juno Whotis" seems to be "fighting his own shadow," when he complains he "has to take the same wheel," no matter where he is. Look at the facts in Boston alone. W. B. Everett & Co. have four patterns of single tricycles; the Coventry Machinists' Company has four; Stoddard & Lovering have three; Pope Company, two; Wm. Read & Co., two; Lloyd Bros.' agent, two; Overman Wheel Company, one. W. W. Stall has an assortment comprising some half dozen patterns. I have not counted tandems and sociables, and have not mentioned any dealers or agents outside of Boston, and yet it seems as if even J. W. might be suited, if he knows what he wants. If he does not, no pattern of machine now on the market is likely to suit him, as all have faults.

"T. R. I." may find this bit of information useful. The *strength* of a tube depends on its thickness, its stiff-

ness on its diameter. A large thin tube is stiffer, not stronger, than a smaller one of the *same weight*. What is needed in loop-framed machines is a tube of large diameter, — not less than one and one eighth inch, — and a larger size would be still better, while it should be as thin as is consistent with the required strength.

The makers are trying to solve this problem, but it is slow work and costs a good deal. The great advantage of the T frame is in saving the great weight of the crank shaft and pedals of the loop-framed machine.

The adjustability of the pedals to the stroke of the rider, and being able to use any kind of pedal preferred, are also advantages.

I entirely agree with Mr. Farrington as to the advantages of a long wheel base. I have tried machines with lengths of base varying from thirty-three inches to thirty-nine inches, and find the latter steadier and far more comfortable. I believe, in fact, that forty inches would be better still. I also agree as to size of steering wheel. I have two machines with 20-inch wheels, and have had no trouble from unsteadiness or weakness. Unquestionably, if the machine has a very short wheel base, and the steering wheel consequently has to bear a good deal of weight, — a large wheel would not be strong enough unless built extra heavy, — a stiffer fork would be necessary too. But if the base is long, the fork can be light and the wheel large.

Mr. Farrington is a more experienced rider than I am, and his opinion is consequently of more value, but I cannot agree with him as to thick tires.

I have ridden machines with 50-inch wheels with one-inch tires, — with 48-inch wheels and seven-eighth-inch tires, — with 46-inch wheels and one-inch tires, — with 44-inch wheels with seven-eighth and also with three-quarter inch tires, — and I find the latter (44 wheels and three-quarter tires) exactly as comfortable in every way as the larger sizes.

The 44-inch wheel runs easily, and I feel no more vibration than I did on the others; while the wheels are lighter, neater, and stronger, and the spokes do not work loose nor break.

Judging from my own experience and that of the various other riders who have written on this subject, it seems as if what we really wanted to know is this: How *small* a wheel can one ride with comfort? Not, how large.

Every one knows that a large wheel surmounts an obstacle more easily than a small wheel. Every one also knows that a large wheel cannot be so strong as a small one, unless every *part* of it be made stronger and heavier.

Will not then the experience of men who have ridden such small wheels as 40 inches or thereabouts, be more useful than the experience of those who, like myself, have only tried the large sizes? No one wants a large wheel if he can get exactly the same comfort with a

small one. Strength, lightness, rigidity, neatness, and the advantage of gearing up, all belong to the small wheel, and I fancy few riders would forego these advantages if they were sure of the comfort too.

Your correspondents "London W.," "J. Parke Street," "H. S.," and "Quadrant," speak strongly in favor of small wheels, and I hope more will do so, as this is the side we want to hear most from.

Thanks to the fact that, until this season, one could not get a wheel less than 46 inches diameter, we can learn about large wheels very easily.

A SMALL WHEELMAN.

Instantaneous Photographs.

Editor Bicycling World:—Has it every been suggested to take instantaneous photos of close finishes in bicycle races? The camera could be focused on the tape, and by "taking" at the proper time, it seems as though dead-heat questions could be settled beyond dispute. A photographer took all the finishes at the Chicago meet with great success, not, however, with the idea of using them in evidence. If this idea is a "chestnut," do not publish. T. SQUARE.

CHICAGO, 23 Nov. 1885.

Gaul.

Editor Bicycling World:—As "Crescent" says, "Life is made up of a variety." We envy him his experiences. We have had the axles of two different tricycles scratched badly, one tricycle neck badly bent, as mentioned in our recent article, and various other minor pieces of funny business perpetrated at our expense.

Were we *certain* that the borrowing rider would be competent to handle our wheel, and careful to do so properly, there would be no *great* objection to his doing so, provided he *asked our permission first*, but we see no reason why *borrowing without permission* should be permitted to *anybody*. When we go to a public hall or meeting, we do not borrow other people's hats to try. When we drive out, we do not ask the loan of anybody's team for purpose of experiment. If we did, it would be considered very "funny," to say the least. Why then should bicycles and tricycles be exempt from general laws?

Our article on gaul was for a purpose, and if "Crescent" feels so badly, "the cap" must "fit" him, or "wherefore these those." We must say that in every case above mentioned, the damage has been caused, not by "greenies," but by club men who would scorn the imputation. *

Cyclometer Measurement.

Editor Bicycling World:—With regard to the recent twenty-four hour rec-

ords, I would like to call attention to a variation in cyclometer measurements which might affect the proof of said records, as will be illustrated by the following:—

Mr. Huntley is credited with having ridden $257\frac{1}{8}$ miles upon a 54-inch wheel, which makes 373.5 revolutions in going one mile. If he used a cyclometer containing a ratchet having thirty-seven teeth, it would record a mile to every three hundred and seventy turns of his wheel, when he would actually have a distance equal to 3.5 revolutions more to ride before completing the full mile. This would make a variation of 2.31 in going $257\frac{1}{8}$ miles, and would reduce the distance scored to $254\frac{3}{4}$ miles.

Mr. Munger is reported to have ridden $259\frac{3}{4}$ miles on a 57-inch wheel, making 353.8 revolutions per mile. His cyclometer probably had a ratchet containing thirty-five teeth, and would record a mile to every three hundred and fifty revolutions, leaving a distance equivalent to 3.8 revolutions necessary to complete the mile, thus making a difference of 2.59 miles in the whole distance ridden, and reducing his record to $257\frac{1}{4}$ miles.

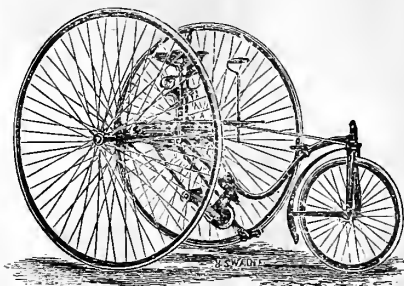
I am not informed as to what size wheel McCurdy rode when making his record of $255\frac{1}{2}$ miles, but supposing it to be a 55-inch, making 366.7 revolutions per mile, his cyclometer would probably be the same as for a 54-inch machine, and would not record a mile until his wheel had made three hundred and seventy revolutions, or 3.3 revolutions more than a mile. This would give 2.29 miles to add to his score, making the actual distance $257\frac{7}{8}$ miles.

If this latter supposition were correct, it would be seen that neither Huntley nor Munger really rode as far as McCurdy. I would like to know if, in making up the records, any allowance has been made for the above-mentioned variations. Would it not be more accurate to use cyclometers which record revolutions instead of miles, and if necessary, measure the actual circumference of the wheel, and calculate the distance accordingly.

BOSTON.

THE *Cycling Times* has a picture representing what it calls "The Ten Miles International Race at Springfield." It shows four men making a very close finish. We were in doubt as to the race pictured until we read the text, and found that it was the ten-mile record race that Webber won. If we remember correctly, the men were a quarter of a mile apart at the finish of that race. We are surprised that a cycling paper should publish such a cut as this. It was borrowed from an American sporting paper, and was made up from the imagination of the artist. The machines are sketched all out of proportion, have huge springs and steps, and open heads. One has no fork at all. As a food for laughter, such a picture should find place in the columns of a cycling paper, otherwise we can well laugh at the paper.

MANUFACTURE



The Invincible Roadster Tricycle.

BUILT BY THE SURREY MACHINISTS' COMPANY, LONDON; IMPORTED BY GEORGE D. GIDEON, PHILADELPHIA.

• UNTIL very recently the Surrey Machinists' Company's tricycles have never been pushed in the American market. For years the company was represented by the Cunningham Company, who imported and sold a very large number of Yale bicycles, which was no more nor less than the Invincible machine with a few changes of minor importance, but they never went in for the tricycles. The reputation made by the Yale guarantees the success of the other machines made by this company. Mr. George D. Gideon, of Philadelphia, is now the American agent for the Surrey Company, and he proposes to introduce their tricycles and push them for all that they are worth. The cut above shows the Roadster Tricycle of the ordinary T frame pattern. Weight, seventy-six pounds.

The Invincible tricycles have full inch tires of best soft rubber, Surrey Machinists' Company's patent double section hollow rims of improved and particularly strong pattern, tangent spokes, central balance gearing, adjustable handles, powerful lever band brake, bicycle cranks (adjustable throw), ball bearings to all wheels and crank shaft, framework of cold drawn weldless steel tubing of large section and the very best material, and as light and strong as can be made; 44-inch driving wheels, 19-inch steering wheel, with rack and pinion steering, exceptionally smooth running, steady, and carefully covered. A set of single flint-hardened decimally true steel ball bearings on each side of the balance gearing, near the centre, and another set at outer end of axle near each driving wheel, permit the use of a very light and yet very strong axle, and prevent any sagging of the axle. By the arrangement of the Invincible bearings it is impossible to exert sufficient pressure on the chain to drag the axle out of the true horizontal, and the rims remain at all points equidistant. At the same time there is no more friction than on one set of double ball bearings.

The common impression, on a hasty look at the above machine, is that it is very heavy, as it certainly looks to be. On lifting it, however, moving it about,

or riding it, the contrary is found to be the case, and it is surprisingly light and very rigid. Our friend Willis Farrington is loud in his praise of machine and workmanship, and he certainly is in a position to know, as one of the oldest tricycle riders in the country. He especially commends the long wheel base. The Surrey Machinists' Company have ready a Humber pattern, a two-track, and a tandem in addition to the above, and have in preparation a handle bar, automatic steering light roadster. We shall give a description of the tandem later, and of the automatic steerer when ready for the market.

Home Trainer.

MESSRS. BULL & BOWEN have reduced the price of their home trainer from \$40 to \$30. The trainer affords the best possible medium for wheelmen to keep themselves in condition during the winter, for it follows the movements and action of the bicycle, and does not take the rider out of his regular course of exercise. To acquire quick pedaling, this machine has the advantage of the bicycle itself. A scale attached to the brake registers the amount of resistance, and this can be regulated at pleasure. The Buffalo has a cyclometer attached, and a bell rings every quarter of an hour. For club rooms and gymnasiums the trainer would seem to be indispensable.

Munger's Record.

L. D. MUNGER, of Detroit, Mich., has furnished us the following statement of his run for a record 20-21 November, fortified by a certificate from his pacemakers.

Left Hotel Faneuil at 5 P. M., with A. A. McCurdy as pacemaker, travelling over Washington and Tremont streets to Newton, Washington, Craft, Lowell, Crescent, Moody, and Lexington streets, Auburndale avenue, River, Waltham, Craft, Watertown avenue, Walnut, Woodward, Boylston, Centre, and Lake streets to Newton Centre. Beacon, Chestnut, Woodward, and Elliott streets via Echo Bridge to Needham. Dedham avenue to Mill Village. Return by Dedham avenue, Highland avenue, and Centre street to Newton Centre. C. A. Martin then acted as pacemaker, via Beacon street towards sign boards, Walnut and Lake streets to Newton Centre, Centre street to Newton, Washington, Craft, Lowell, Crescent, Moody, Lexington streets, Auburndale avenue, River, Waltham, Craft, Washington to Newton, Tremont and Washington streets to Hotel Faneuil. Cyclometer register, 53 $\frac{1}{2}$ miles; time, 9.14 P. M.; rest, 19 minutes.

Start, 9.33 P. M., L. E. P. Smith as pacemaker. Washington and Tremont streets to Newton, Washington, Craft; here the pacemaker met with an accident, which necessitated a return to the hotel over the same roads, thus giving 4 $\frac{1}{2}$ miles

257 $\frac{1}{16}$ Miles in Twenty-Four Hours.

MADE BY

W. H. HUNTLEY, OF NEWTON,

ON A 37-POUND

RUDGE

BICYCLE IS THE

BEST AMERICAN ROAD RECORD

MADE FROM TOWN TO TOWN OVER REGULAR COUNTRY ROADS.

In order to compare Road Records, they should be made under the same conditions. It proves nothing in regard to the capabilities of a man or a machine to ride for three or four hours continuously on a short stretch of good road.

SOLE UNITED STATES AGENTS,

STODDARD, LOVERING & CO.

New York Headquarters - - G. R. BIDWELL - - 4 East 60th Street.

HIGH-WATER MARK.

259 $\frac{3}{4}$ MILES IN 24 HOURS.

L. D. MUNGER, of Detroit, on Nov. 20 and 21, regained the Twenty-Four Hour Record, after three unsuccessful attempts, in each of which he was prevented by rain or by falls. In all four attempts, he rode ONE MACHINE,

A 57 INCH

APOLLO

WEIGHING 34 POUNDS,

Which stood the severe strain without a break. It has been truly said that only the very best material and workmanship could endure this rough treatment. Not a broken backbone or buckled wheel this year.

A STOCK OF 1886 APOLLOS,

WITH DETACHABLE HANDLE BARS, JUST RECEIVED.

W. B. EVERETT & CO.

SOLE UNITED STATES AGENTS,

6 and 8 Berkeley Street - - - BOSTON.

REPAIR SHOP JUST OPENED. ILLUSTRATED CATALOGUES FREE.

each way. Mr. E. Sanger then took the place of pacemaker over the full course to Dedham and back to Newton Centre, where he was relieved by C. A. Martin, who made the pace to the hotel. This lap was over the same course as the first lap. On arrival at hotel at 2.52 A. M., cyclometer record was 115 miles.

Started at 3.20 A. M., with David Drummond as pacemaker, going over the regular course to Newton Centre *via* Lake street, returning to hotel *via* Centre, Tremont, and Washington streets. Time, 5.25 A. M.; 134 miles. This return to the hotel was made in order to bandage my knee, which had troubled me since midnight.

Started at 5.47 A. M., with E. H. Ellison as pacemaker, over Washington, Tremont, Washington, Craft, Lowell, Crescent, Moody, and Lexington streets, Auburndale avenue, River, Waltham, Craft, Watertown avenue, Walnut, Beacon, Chestnut, Woodward, Boylston, Centre, Lake, and Beacon streets, to Newton Centre. David Drummond then made pace to Mill Village over the same course as in first lap, returning *via* Dedham and Highland avenues and Centre street to Newton Centre *via* Centre street, etc., as before to hotel, arriving at 10.24 A. M. Cyclometer, 186 $\frac{1}{2}$.

Started at 10.44, with A. A. McCurdy, over Washington, Tremont, Washington, Craft, Lowell, Crescent, Moody, and Lexington streets, Auburndale avenue, River, Waltham, and Craft streets, Watertown avenue, Walnut, Lake, and Beacon streets to Newton Centre, fourteen miles. Then towards sign boards *via* Beacon street, returning Beacon, Walnut, Woodward, Boylston, Centre, Lake, and Beacon streets to Newton Centre, accompanied by C. O. Danforth, Frank Fennessy, and C. M. Scudder about eight miles. Towards sign boards as before, returning *via* Beacon, Chestnut, Woodward, Boylston, Centre, and Lake streets, Fennessy and Scudder pace makers, about seven miles. Towards sign boards over Beacon street, return *via* Beacon, Walnut, and Lake streets, Fennessy and Scudder pacemakers, about six and a quarter miles. Again Beacon street, Walnut street, Watertown avenue, Craft, Lowell, Crescent, Moody, River, and Waltham streets to Craft street, Danforth, Scudder, and Fennessy pace makers, about seven miles. A circuit over Craft, Lowell, Crescent, Moody, River, and Waltham streets, Danforth pacemaker, four and a quarter miles. Over same circuit with Getchell, four and a quarter miles. A trip over Craft, Lowell, Crescent, Moody, and Lexington streets, Auburndale avenue, River, and Waltham streets to Craft street.

Once with Getchell and twice with Drummond over this course, six and a quarter miles each trip. Then to Faneuil Hotel, *via* Craft, Washington, Tremont, and Washington, Drummond and others pacemakers, arriving at hotel at 4.58 P. M. Cyclometer register, 259 $\frac{3}{4}$. The preceding is a true account of my

ride of twenty-four hours, 20 and 21 November, 1885. L. D. MUNGER.

The preceding is correct in the parts to which it refers to us.

H. C. GETCHELL.
EUGENE SANGER.
CHAS. O. DANFORTH.
LOUIS E. P. SMITH.
E. H. ELLISON.
ALFRED A. MCCURDY.
CHARLES M. SCUDDER.
DAVID DRUMMOND.
CHAS. A. MARTIN.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 331,001. A. H. Overman, Chicopee, Mass. Saddle for velocipedes.

No. 331,113. Anton H. Bock, Meissen, Saxony, Germany. Velocipede. A two-wheeled velocipede, the wheels being placed side by side on the same shaft.

No. 331,173. George W. Weidman, Washington, D. C. Treadle for velocipedes, of the lever type.

No. 331,199. Frankland Jannus, Washington, D. C., assignor to the H. B. Smith Machine Co., Smithville, N. J. Bicycle of the Star type.

From a Feminine Point of View.

IF there is any call for an opinion regarding the size of wheels from a feminine point of view, I wish to put myself on record in favor of small wheels. I really believe my soiled dress sleeves form one of the most potent arguments in this cause that I can bring.

I HAVE never yet had the pleasure of riding a wheel smaller than 44-inch, but this was so decidedly an improvement over anything I had ever ridden before or have ridden since that I sigh for something smaller. I have looked with envy upon my gentlemen friends who have ridden in my company on light 42-inch Crippers and Quadrants, and I have longed to see and try one of these machines built so that a lady can ride it. I am told that such machines are made, but it has never been my fortune to see one.

WHERE is the boasted supremacy of Boston? New Jersey and Philadelphia ladies have been riding machines with small wheels and handle bars for many months, while such a thing is as yet unknown to Boston.

A CORRESPONDENT asks why ladies ride the saddle instead of the seat, and I am inclined to advise her to try both, and buy her knowledge in the school of experience, but I wish to be fair, and I will tell her frankly that the seat banishes comfort. She who rides on a seat can-

not get over her work, and she is forced to sit on the extreme forward edge of the seat, holding herself on to the machine by the handles, — a very uncomfortable position. This world is made up of men and women of different minds, and on nearly every question there is a division of opinion, but among those who have ridden seat and saddle, I have never found but one mind.

AND now that we are at the end of the season, let us look back with thankful feelings at what the year has brought forth. It has been a delightful year for cycling, for we have had only a modest allowance of rain and mud. There is more good than bad in this world, if we sum up the total of vices and virtues, and so has there been more pleasant than disagreeable weather during the season of '85.

SHALL we lay aside the cycle and take up the skate in winter? or shall we substitute for the one only the pleasures that society spreads before us. I must confess that for me the roller skate has no attractions. I can appreciate the fun of skating on the frozen surface of a lake in the clear air of heaven, and many a happy hour have I spent in this way. I see little enjoyment in rolling around in a beaten circular track in the heated and poisonous atmosphere of the modern skating rink.

THE skate and the wheel can claim kinship. There is the same exhilaration to be enjoyed in the use of each, and both produce the buoyant spirits and the ruddy health that we all enjoy. Where can more pleasure be extracted than comes from the frozen lake kissed by the beams of the golden moon o'er which steel-shod men and maidens speed their sinuous ways? You say on the cycle under the harvest moon. Granted, if you will let the runner take next place in your hearts.

GIVE me the cycle in winter and the skate in summer, and I will show you health and spirits to be envied by those who settle down to a sedentary life, and do not rise above it even in their leisure.

BUT as not all can skate, and not all can ride, we have many to commiserate. The devotee of fashion sees in the approach of winter an end to dawdling on the hotel piazza, and the beginning of the merry season of balls, parties, and concerts. These in their way are good, but they should not be our only diversion.

BALLS, parties, concerts. These will serve to take our minds from the cares of business and household drudgeries for the next few months. May we be temperate in the enjoyment of these pleasures, as we should be temperate in all things. DAISIE.

CURRENTS CALAMO

The Bicycle Bell.

He was only a clerk, a clerk in the city,
With a bicycle mania, which some thought a pity,
As now in his old haunts he never is seen,
And no one can find out where he has been.
Every evening away from his office he steals,
And quickly whirls off on his glittering wheels;
Through Knightsbridge and Brompton his feet never
rest,
And his eyes brighter glow as he rides further west,
The maidens at Fulham and Mortlake know well
The silvery sound of his bicycle bell.

The grass was not green when he first came that road;
He has not missed a day now the grass has been
mowed.

The girls at their windows all wonder why
He never looks up as he flashes by.
But they cannot see a neat cottage at Sheen,
Where a sweet little maiden looks over the green,
And, brimming with love, sings away like a lark,
As she watches and waits for the city clerk.

Like a rosebud she blushes, for oh, she knows well
The silvery sound of that bicycle bell.

How sweet were the hours when, her head on his
breast,
They talked, two young love-birds, of building their
nest,

Till the stars lit their lamps in heaven's blue dome,
And warned him 't was time to light his, and spin
home!

They both thought the Great Bear a very great bore.
Though they knew very soon they would need part no
more.

A handsome couple had never been seen
Than when the bells rang for their wedding at Sheen.
They are off for the honeymoon — so farewell
To the clerk, and his bride, and his bicycle bell!

WHEELMEN didn't feel thankful. It
was not a day calculated to inspire thank-
ful feelings among them.

PLENTY of turkey, but no exercise.

THE C. T. C. blanks are out. Pay up.

LIKEWISE the League treasurer wants
a dollar.

THESE are bilious times indeed. Tur-
key and dues come upon us together.
To cope with either, one should have a
good *celery*.

AN impression has gone abroad that
any person under sixteen years of age
does not come under the provisions of
the amateur law. No such exception is
made in the law.

The rink races bid fair to multiply this
year.

ADAMS' tricycle record of 232½ miles
is not accepted by the N. C. U. records
committee.

BULL & BOWEN, of Buffalo, have
shipped to the Harvard College gymna-
sium a "home trainer." They have also
an order to fill for one for the gymnasium
of the University of Pennsylvania, and
have supplied several bicycle clubs
throughout the country, the Ixion at New
York, a Washington club, and many deal-
ers in bicycles and individual wheelmen.

THE mileage up to date of the Mon-
treal Bicycle Club is a very large one.
There were seventy rides, and the club

mileage is 1,071. Following is the lead-
ing individual mileage: J. H. Robertson,
739½ miles; Capt. J. R. Scales, 547½
miles; First-Lieut. H. Joyce, 545½ miles;
Ex-Capt. Wm. McCaw, 512 miles; Bu-
gler, F. W. Crispo, 493½ miles; T. Mor-
rison, 469½ miles; A. J. Darling, 460½
miles; L. Rubenstein, 452½ miles.

THE youngest son of Ex-County Au-
ditor John S. Lufborrow, of Monmouth
County, N. J., while riding upon his bi-
cycle a few days ago, was thrown by the
machine running over a stone. His
right arm was broken in two places, the
bones breaking through the skin. After
being taken to his father's house in Ea-
tontown, he grew rapidly worse, gangrene
setting in, and on 21 November he died.
He was eleven years old.

A CHICAGO correspondent writes:
"John Bell, who was recently expelled
from the Owl Club, of which he was cap-
tain, has been reinstated, having proved
that the charges brought against him
were untrue. His traducers were called
to account, and tendered an apology.
... The Chicago Bicycle Club men have
decided to hold socials the last Tuesday
in each month. ... Ed. Oliver, of New
York, and formerly of the *Wheel*, is still
here, and will probably remain all winter.
He has been suffering, since the races,
with chills and fever. ... The recent lan-
tern parade of the Chicago Bicycle Club
was interfered with by bad roads and a
heavy wind. ... The prospects for a good
thanksgiving turnout are bright.

DR. J. A. CHASE, of Pawtucket, R. I.,
has been appointed chief consul of Rhode
Island by President Beckwith. He will
call a meeting soon for the purpose of
forming a Rhode Island Division of the
League. The State now has but thirty-
three members of the League, and it is
confidently believed that one hundred
names will be on the list before spring.

IN recognition of the able manner in
which Mr. H. D. Corey managed R.
Howell, who accomplished such wonder-
ful times on the Rudge bicycles and tricy-
cles while in America, Mr. George Wood-
cock, of D. Rudge & Co., Coventry, pre-
sented Mr. Corey, just as he was leaving
England, with a Genuine Humber Tan-
dem tricycle, built by his firm. The ma-
chine is valued at \$275.

LATTA BROS., of Friendship, N. Y.,
have disposed of a great many of their
patents on bicycles to the Pope Manufac-
turing Company and the Overman Wheel
Company, and they will not be found in
the list of importers next year.

EDITOR AARON wants ten thousand
members in the League next year. He
ought to get them. Every cyclist in
America should join the League, regard-
less of any direct personal benefit he may
derive. One dollar a year for the good of
the cause will not make nor break any
one.

CHICAGO has six lady tricyclers, not
forty, as has been reported.

It has been claimed that the judges

and timers disagreed regarding the first
man, in a race at Chicago. The timer
should have no opinion on this question.
It is his duty to give the time of the first
man, and the judges should tell who the
first man was. Having no right to an
opinion on this point, the opinion of a
timer is without value.

THERE is a very large and a growing
demand for a change in the League rules
that shall give a member a full year's
membership for a dollar. The League
secretary is in favor of it, and as he is
the one whose interests will be most
affected, it would seem probable that the
change will be made. If it is made,
we hope to see clean work done, and the
days of grace for delinquent members
made very few.

MCCOY and Williams, makers of the
anatomical saddle, of Newark, N. J., have
sold the English rights to Lamplugh &
Brown.

THE Connecticut Division of the
L. A. W. intends, next season, to publish
a road book of that State. The chief
consul has forwarded route blanks to
local consuls and others throughout the
State to fill in with the details of the roads
in their districts.

THE Bay City Wheelmen, of San
Francisco, are hard at work trying to get
the privilege to build a bicycle track in
Golden Gate Park. Mr. Fred Russ Cook,
while in Springfield, obtained plans and
specifications of a track, and if the Mar-
ket-street cable line will assist the young
wheelers in building the track, Califor-
nia will rank second to none in the United
States.

CANARY is now engaged until March,
1886. He will give an exhibition in
connection with the Christmas pantomime
at Bristol.

THE Coventry Machinists' Company
has placed upon the market a machine
similar to the Cripper, which it calls the
Marlboro' Club. Gaskell has one, which
will soon be on view in America.

It is always with pleasure that we
chronicle improvements which show a dis-
position on the part of the makers to
construct their machines as perfect as
possible. The Quadrant tricycle has
made a name for itself in the short time
it has been among us, but our rough
roads developed some faults. These,
as will be seen, have all been remedied.
The Quadrants of next year are to have
a trifle heavier spokes, the tubing will be
two gauges thicker, and the axles are to
be made stronger. The upper roller of
the steering arrangement has been re-
placed with a phosphor-bronze slide,
which gives a long and steady bearing.
In fact, every part of the machine that
has been found in the slightest degree
unreliable has been changed. All the
machines, unless otherwise ordered, will
have 40-inch drivers.

THE suit of the Pope Manufacturing
Company v. Overman Wheel Company,
is set down for Friday of this week.

RACING NEWS

EUFULA, ALA., 5 and 6 November. — Races of Eufaula Club. *Half-mile Professional*. — Horton (1), 3 heats, 2.11½, 2.12, and 2.24; J. H. Polhill (2), 2 heats, 2.11, 2.11½. *Quarter-mile Handicap*. — H. Kolb, 175 yards (1); Reeves (2). *Half Mile*. — T. L. Ingram (1); Morton (2); Polk (3). *Half Mile*. — Barnett (1), 2.11; Polk (2), 2.11½. The races were very unsatisfactory, and the ruling of the judges was especially so.

MINNEAPOLIS, MINN., 21 November. — William M. Woodside, at Washington Rink, in this city, to-night attempted to break the American Safety bicycle record. The official timekeepers made the time as follows: One mile, 3.5; two miles, 6.14; five miles, 16; seven miles, 22.30; eight miles, 25.30; nine miles, 28.47; ten miles, 31.54.

WASHINGTON, 26 November. — On Thanksgiving Day about twenty members of Capital Bicycle Club rode to upper Marlboro', Md. (nineteen miles), for dinner, after which the regular road race took place on the return trip. Seven men started, the majority preferring to return by train. Road, a pike recently mended with gravel for nearly one third of its length, and exceedingly hilly. Wind, a gale, blowing directly against the riders. Phil. S. Brown won in 1.57½; Edson. B. Olds, second; L. W. Seely, third. Fast time impossible, owing to wind and condition of road. Previous records over same route: 1883, W. F. Crossman, 1.45; 1884, L. J. Barber, 1.39 (record).

MINNEAPOLIS, 27 November. — W. M. Woodside rode a 50-mile race for a record, in the skating rink. Grant Bell ran with him for thirty-five miles. He touched record at forty-three miles, and made the following times:—

43 miles.....	2.23.59
44 ".....	2 27.27
45 ".....	2.31.00
46 ".....	2.34.33
47 ".....	2.37.47
48 ".....	2.41.04
49 ".....	2.41.26½
50 ".....	2.47.34½

Timekeepers, James Alger, O. W. Smith, E. A. Sargeant; scorers, Charles E. Sheppard, C. B. Elliott, E. J. Hale; referee and judge, S. F. Heath.

WHEEL CLUB DOINGS

THE Portland (Me.) Wheel Club held its second annual drill and ball, 3 December.

THE Board of Directors of the Worcester Bicycle Club is composed as follows: F. W. Blacker, president; Lincoln Holland, treasurer; H. P. Cook, clerk; E. F. Tolman, F. P. Kendall. Field officers: Captain, E. F. Tolman; first lieutenant, G. D. Putnam; second lieutenant, Charles Bruso.

THE Citizens' Club are having hard

lines with their clubhouse. Built on leased grounds, they only put down their foundation four feet instead of ten, as the law requires. For two years they have enjoyed undisputed possession, but only recently contractors commenced to break ground for a six-story apartment house next door. The result is that their west wall has partially caved in, and the plastering is badly cracked, lockers sprung, and the whole house demoralized. The cost for repairs will be in the neighborhood of \$1,000. To crown all, it has been discovered that a party wall agreement has existed between their neighbors, and the club may be called upon to pay for a four-story wall. To add to the complications, Mr. Bourne, their mainstay in regard to the club's relations to the Clark estate, their landlord, has been very dangerously ill with typhoid fever, and at one time was not expected to live. Although convalescent, it will be a long time before he can attend to business. In the mean time, there are six holes in the wall big enough to drive a twenty-inch bicycle through, and the cold north wind sighs mournfully through them as the tardy contractors try to pry the wall back into place. From all these difficulties the club will no doubt emerge stronger and better for the severe lesson. — *Wheel*.

THE Philadelphia Club has petitioned for an act of incorporation with the following incorporators: H. C. Blair, Geo. E. Bartol, H. A. Blakiston, H. B. Hart, Thomas Hockley, H. Longstreth, H. R. Lewis, E. L. Miller, Caleb C. Roberts, F. C. Stokes, W. R. Tucker, G. W. Osborne.

THE Williamsport (Pa.) Wheel Club formally opened their new and handsomely furnished 18 x 60 hall in the Hays Block, on Friday evening, 20 November. A collation was an interesting feature of the occasion, and members and guests devoted considerable attention thereto.

GERMANS and progressive euchre parties will be held by the Maryland Bicycle Club, of Baltimore, alternately Thursday nights during the winter.

THE following are the committees on the Massachusetts Club's carnival, to be held 16 December. General committee: A. E. Pattison, F. A. Pratt, and A. D. Peck; attraction committee: E. W. Pope, and A. D. Peck; advertising: H. W. Williams, A. E. Pattison, and A. D. Peck; programme committee: A. E. Pattison, and L. Barta. W. D. Wilmot and partner will give an exhibition of fancy riding, and the Brockton drill squad, which has no superior in the State, will give an exhibition. There will be wheeling, skating, and dancing, and music will be furnished by three bands of music and by a fine drum corps as well. Prizes will be offered for the finest costumes, and every wheelman is expected to appear in fancy dress. Slow and obstacle races have been arranged, for which no entrance fee will be charged, and entries may now be

made to A. D. Peck, 152 Newbury street. Both the halls of the great Mechanics Fair Building will be used. The new squad of the Massachusetts Bicycle Club will give a burlesque drill under command of Lieut. A. D. Peck. The tickets are now ready. The schoolboy who sells the most will receive a full nickel-plated Expert Columbia. The balcony will be reserved for wheel clubs, and most of it has already been spoken for. The club which appropriates the largest number of tickets will receive an elegant silk banner, while the member of the Massachusetts Club selling the largest number will receive an L. A. W. badge. To be eligible for costume prizes, the competitors must be mounted on a wheel of some kind. The programme will be a feature, and will form a desirable souvenir of the occasion. Large delegations from Springfield and elsewhere will be present.

THE Maverick Wheel Club, of East Boston, are enlarging their rooms in the Savings Bank Building. At a regular meeting of the club, held on Wednesday evening, 11 November, F. J. Libbie and Chas. C. Currier were chosen respectively secretary and treasurer.

THE fourth annual banquet of the Keystone Club, of Pittsburg, Penn., was held 25 November.

THE Empire Bicycle Club has been organized at Syracuse, N. Y. The officers are: Fred Brigham, president; Edward Rice, captain; Robert Hamlin, drill inspector, and L. S. Wilson, secretary and treasurer. The Central City Bicycle Club has merged into the new organization.

H. W. BERTHRONG, the artist, has presented the Boston Bicycle Club with an artist's proof copy of his etching of the late Gen. Grant.

WESTFIELD (Mass.) wheelmen have formed a class for Bible study, to meet in the club room Sunday afternoon.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Birtinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

ACME COW HORN HANDLE BARS

Handsome tapered, heavily nickelled, same shape as the Royal Mail. Brake Lever Bracket brazed to the bar with no objectionable projection, and fitted with adjustable set screw and lock-nut to instantly take up all rattle and play in the brake lever. Add greatly to the appearance of a machine. Sell to expert riders at sight. Can be attached in a few moments by any one. Price, complete, with brake lever to match, \$6.00 per pair. Sent by express, C. O. D. on receipt of \$1.00 to guarantee charges. Old bars taken at \$1.50 delivered at Peoria, making net cost \$4.50, whereas the price of Cow Horn Bars, when furnished with new machine, is \$5.00. Large illustrated catalogue of bicycles, sundries and second-hand wheels, free. Our terms of easy payments will be found interesting to every wheelman, as friends can be induced to purchase and ride who would not buy otherwise. No extra charge except for interest.

GEO. W. ROUSE & SON, 9 G STREET, PEORIA, ILL.

FOR THE EXPERT COLUMBIA.

BICYCLES ON EASY PAYMENTS.

A Better Record for the "INVINCIBLE"!

The "INVINCIBLE" has record (on a full roadster tricycle with inch tires) for One Mile in 3m. 5s., and Three Miles, 9m. 41s., at Springfield, beating every American Rider. Beaten only by the fastest Englishmen, on light racing wheels.

The "INVINCIBLE" has record (on same machine) for Ten Miles on the track in 38m. 5 2-5s. For Ten Miles on the road (not a Boston sandpapered road, but a Philadelphia Pike), in 40m. 42s.

The "INVINCIBLE" has been ridden up FORD HILL, Philadelphia,—a tougher hill than Corey,—and is the only single Tricycle ever ridden up this hill, although repeatedly tried by other machines.

The "INVINCIBLE" has record for being most comfortable, easiest running, steadiest steering, and general durability. Every machine fitted with full-inch rubbers, hollow rims, tangent spokes, ball bearings to all parts (except pedals), without extra cost.

Send for Circulars and a better description.

Cabinet Photos of any Machine, 15 cents.

GEORGE D. CIDEON - - 1539 Race Street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: H. R. Payne, 74 New street, Cleveland, Ohio; Stephen G. Barnes, Grinnell, Iowa.

APPOINTMENTS.—Chas. F. Cossum, Poughkeepsie, N. Y., consul for Poughkeepsie, N. Y., vice Geo. W. Halliwell, resigned.

TO CORRESPONDENTS

W. J. M. We know nothing of the race, but have heard a rumor. Such an affair would not be successful.

S. W. It is a record.

W. F. Your communication would have been inserted had you confined yourself to argument and not personal abuse. Personal attacks do not convert arguments.

H. S. The patent has one year more to run. It can be renewed by a special act of Congress, not otherwise.

STAR. We have never heard of a game of polo played on the crank machine.

WHEEL. The Crippler is built with 42-inch wheels, and from that down to 36-inch. The Quadrant sells more 40-inch than any other. The Ranelagh has 46-inch wheels. All are first-class machines.

H. S. The English papers will accept the records.

CHAMPION. L. H. Johnson, Orange, N. J., was the first champion.

G. D. GIBSON. Boston constitution out of print. Don't think the new machine would improve the old. The T frame is better.

WANTED.—Will persons who were riding bicycles and saw the accident to a lady at Marks Cottage, Revere Beach, on the Revere Beach and Lynn Railroad, one Sunday during the month of August, 1884, and rendered assistance at the time, please send their address to C. F. KITTREDGE, 28 School street, Boston.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 44-inch Humber ball bearing, nickelled Duryea Saddle, tools, nickelled lantern, etc., \$25. J. L. SOMAFF, 1 Ann street, New York.

BICYCLES AND TRICYCLES AT BARGAINS. Now is the time to invest. The largest stock in Boston. Agents and Rinks supplied. Send stamp, stating size, make, and approximate price of wheel wanted. BUTMAN & CO., 74 Tremont St.

WANTED.—A CRANK BICYCLE about 52-in. or a Star. Must be a bargain for this season. Address A. BRADBURY, Box 2,486, Boston, Mass.

FOR SALE.—A "genuine Humber" Tandem but little used, and in excellent condition; 50 or 48 inch for rear rider, and front seat adjustable; price, \$220. Also for sale fitted to above tricycle, a Butler cyclometer, a King of the Road lantern, and a Z and S luggage carrier. Address, W., P. O. Box 3453, Boston.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

ELWELL'S BERMUDA TOUR.

A Winter Wheel 'Neath Summer Skies.

Bermuda is the wheelman's winter paradise. A delightful climate, tropical scenery, hard, coral roads extending to every point of interest, and all within fifty hours' sail of New York by the fine steamers of the Quebec Steamship Company.

The party will leave New York 2 March for a twenty-days' tour to this delightful spot. For illustrated guide and further information, address, enclosing stamp,

F. A. ELWELL, Portland, Me.

See next BI-WORLD for complete program of the

CYCLING CARNIVAL!

To be given under auspices of the

Massachusetts Bicycle Club,

In Mechanics' Fair Building, Huntington Avenue, Boston,

Wednesday Evening, Dec. 16, 1885.

All Cyclers will appear in Costume, on Bicycles or Tricycles.

Tickets now on sale by Treasurer of Carnival Committee, Mr. George Pope, 597 Washington Street, Boston.

PRICES:—Cycler's Ticket, admitting wheelman or lady, in costume with machine to parade, to special reserved seat and dancing floor, 50 cts. Admission with reserved seat, 75 cts. General admission, 50 cts. Half ticket for all under 16, 25 cts.

THE SPRINGFIELD WHEELMEN'S GAZETTE

A JOURNAL OF CYCLING. PUBLISHED MONTHLY.

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL,
POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIOUS. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

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LIVE AGENTS WANTED TO CANVASS
EVERY CITY AND TOWN IN THE UNITED
STATES; LIBERAL PREMIUMS GIVEN

RECORDS!



JOHN S. PRINCE, at St. Louis, Nov. 14. — 50-Mile Bicycle, **2.53.54.**

S. G. WHITTAKER, at St. Louis, Nov. 20. — 10-Mile Tricycle, **32.56½.**

N. H. VAN SICKLEN, at Chicago, Oct. 16, 17, won 7 Prizes, including "The Columbia 20-Mile Cup."

"THERE MUST BE SOMETHING IN IT."

"After one week's training with the 'Buffalo Home Trainer,' I beat the 50-mile record." — JOHN S. PRINCE, St. Louis.

"In training I find the 'Buffalo Home Trainer' a big help. I consider it the best I have ever had any experience with." — S. G. WHITTAKER, St. Louis.

"I have been training John S. Prince, S. G. Whittaker, and myself, and find that exercise on the 'Buffalo Home Trainer' improves the *pedaling* and *lung power*. It has helped greatly in improving our *condition* and *speed*." — T. W. ECK, St. Louis.

"My work on the 'Buffalo Home Trainer' was the only training I had to prepare myself for our tournament, Oct. 16, 17. — N. H. VAN SICKLEN, Chicago

THE BUFFALO HOME TRAINER, with Alarm Cyclometer, \$30.00.

BULL & BOWEN, 587 AND 589 Main St., Buffalo, N. Y.

The Coventry Machinists' Co.'s New Tricycle for 1886.

— THE —

"MARLBORO' CLUB"

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

THE ROAD AND THE PATH.

UNQUESTIONABLE AND ACCEPTED RECORDS MADE ON COLUMBIAS.

The Greatest Distance Ever Made Inside the Hour,

20 $\frac{1}{2}$ Miles 396 $\frac{1}{3}$ Feet by - - - WM. A. ROWE - - - at Springfield, Oct. 19.

20 $\frac{1}{6}$ Miles Inside the Hour Without Pacemakers, by W. M. WOODSIDE at Springfield, Oct. 26.

WORLD'S RECORD.....	1-4 Mile	WM. A. ROWE,	.35 1-5
WORLD'S RECORD.....	1-2 Mile	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur).....	3-4 Mile	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur).....	1 Mile	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD.....	2 Miles.....	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD.....	3 Miles.....	WM. A. ROWE,	8.07 2-5
WORLD'S RECORD.....	4 Miles.....	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD.....	5 Miles.....	WM. A. ROWE,	14.07 2-5
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 11 DEC., 1885.

MAKERS' AMATEURS.

THE amateur question is being discussed by English wheelmen as it never has before. Mr. J. R. Hogg, a prominent and respected cyclist of North Shields, the home of R. H. English, has been writing a series of letters to the press, in which he presents the *pros* and *cons* of the amateur question in its present aspect. Much as he regrets the need for a departure from the rule, as it now stands, he maintains that a radical change must be made, and that it would be better to dispense with the rule altogether. Coming as it does from a man with the standing of Mr. Hogg, this correspondence has led to a deal of discussion.

Mr. Hogg says, "I contend that when

those who break the law are much more numerous than those who obey it, it is time that the law was either 'mended or ended.' I do not believe it can be mended, and therefore say, let us end it and abolish the distinction altogether. The point of difference will undoubtedly be as to whether we are justified in asserting 'it cannot be mended,' *i. e.* that the law cannot be enforced. There are numerous reasons why it cannot be enforced, and there are also reasons why it will not if it could. You can never prevent a man receiving pay for riding a bicycle if the maker agrees to give, and the rider agrees to receive. There is no power in existence to detect such a case if they do not split upon each other. If anybody knows of any plan to prevent two men making a private arrangement as to remuneration in defiance of fifty N. C. U.'s, let him unfold that plan. Did the Union not do their very best at the beginning of the season when they threw upon the amateur the onus of proving that he had not received pay? What has been the effect of this? Why, simply that the subsidized amateur this season is supreme. The Union introduced a principle worthy of the Inquisition, and yet the makers' amateur to-day is arrogant in the consciousness of his own security. It cannot be detected, and what if it were? Suppose the Union had proof positive against the whole of the American contingent, and proclaimed them tomorrow, what would the result be? Why, that nine-tenths of the cyclists, and ninety nine out of every hundred of the public, would disregard the proclamation of the Union, would rally round the subsidized amateur, and the power of the N. C. U. would be gone. It has been said, again, that the clubs should refuse their entries. But in the first place, the clubs have as little chance of knowing who they are as the Union has; and in the second place, the subsidized amateur is the greatest attraction at the race meetings of the clubs. You might as well ask the manager of a theatre to do without his most popular character, as ask the clubs to interfere with the makers' amateur. The fact is, the time has gone by when a distinction could be maintained between the *bona fide* amateur and the professional. It might work very well years ago, when cycling was the sport of a select few, but now that it has become popular, — now that one half the racing men can barely raise their entry fees, — the law must be brought into harmony with the changed circumstances, and the Union will simply waste its time if it attempts to bolster up a law which is neither founded on reason nor justice. Were the distinction abolished to-morrow, it would be no harder upon the really genuine amateur than the present state of affairs. He would then have to compete with men who accept payment *openly*, whereas now they do it *privately*."

THE *Cyclist* says: "Mr. Hogg's statement of the case is unanswerable in its

absolute truth," but takes the ground that the evil can be cured. It suggests the "star chamber process" of making an amateur prove his status, disqualifying him on suspicion, putting upon him the burden of proof. The same paper regrets that clubs have not backed up the N. C. U. by refusing the entries of the makers' amateurs.

FAED says, in the *News*, "agreed that the men who accept any payment of money for their expenses in training and racing on cycles are the sub-amateurs whom it is desirable to debar from amateur racing. It follows that in order to prove any such instances of direct or indirect payment, we must adopt the Tricycle Association's definition of an amateur, and debar makers and all people employed in the sale of cycles from amateur racing." He sums up a long letter as follows:—

UNDER EXISTING CIRCUMSTANCES:

1. — We cannot prevent a cycle-maker paying a larger salary to such of his clerks or mechanics who are good riders, than he would pay them if they were not riders.

2. — We cannot prevent a maker allowing his *employees* holidays to go racing, and time to train in.

3. — We cannot prevent a cycle-maker himself racing on his own machines.

4. — We cannot prevent him nominally taking into partnership any of his *employees* whose assistance on the path is valuable to him.

5. — We cannot prevent a man whose legitimate business is that of a general cycle-agent racing on any machine he likes, and making money by selling such machines as he is most interested in, nor can we prevent them making private terms with makers for especially advantageous commissions being allowed them on such machines as they advertise by riding.

CONSEQUENTLY:—

6. — The only way to prevent cycle-factory and counting-house hands being covertly subsidized for racing on their employers' machines is to debar all cycle-factory and counting-house hands from competition as amateurs.

7. — The only way to prevent makers and their actual or nominal partners racing as a means of assisting in gaining their livelihood is to debar them from competition as amateurs.

8. — The only way to prevent agents gaining a part of their livelihood in the form of commissions on machines they sell by racing, is to debar agents from competing as amateurs.

THUS:—

It is seen that all connected with the trade must be debarred from amateur competition. This need not imply professionalizing of such men; because a clerk (for instance) may take to other businesses, and even a proprietor may give

up the business; and it is not desirable even to debar this class from membership in amateur clubs. So, unless a man races as a professional, let him be classed in a neutral position; *ergo*, let the T. A. definition be adopted!

This course would still leave untouched the class of men who have never been in the trade, and who are commonly reported to accept fees or money presents for their expenses; in such cases, the Executive has already power to put the Suspects Bill into operation; and I contend that the Union has a right to fearlessly suspend anybody it chooses, utterly regardless of "legal proof"; because *the Union is but a mutual voluntary society*, and can make what rules it pleases, even to such extents as suspending a man who rides in a jockey-cap, or suspending another man who wears a stove pipe hat, or smokes pipes, or drops his aspirates, or drinks beer; *all* is in the power of the Union, because the Union is not an incorporated society, but merely a mutual association of individuals who agree to back one another up!

In all of the above, nothing new is brought out. It is the old story over again, but the novelty of the thing is in the fact that this view of the case is taken by men who before were firm purists, and who would never admit the necessity for a change. It is a new aspect of affairs entirely. We are awaiting with impatience, at this writing, the arrival of the English papers, with news of the action of the Clubs on this question.

LATE advices give us the result of a meeting of the London clubs called to form a scheme to check the growth of makers' amateurism. The following scheme was adopted, subject to confirmation at a later meeting.

1. That race-giving clubs in the United Kingdom shall bind themselves together, and form a Vigilance Committee, to be constituted as follows;—

2. Each club shall appoint one delegate, who shall express his willingness to act, and this election of delegates shall take place annually.

3. A list of such delegates shall be circulated amongst delegates, and each shall strike out all names but (number not yet decided).

4. The delegates with most votes shall constitute the secret Vigilance Committee.

5. The delegates with most votes shall be privately notified by the delegate having most votes, and the identity of these shall be known only to him and the scrutineer, who shall be elected at the annual meeting.

6. The delegate with most votes shall be known as the chief of the Vigilance Committee.

7. Each club shall subscribe annually for expenses, part of which shall

be expended in securing an address for the chief at some advertisement office.

8. A list of racing men shall be prepared by the chief of the Vigilance Committee, and additions made thereto as occasion requires, and this list shall be circulated under cover amongst the Vigilance Committee by the chief.

9. The Vigilance Committee men shall cross out the names of such riders as they consider ineligible to ride. Such crossing out to bar the rider from races held under the V. C. rules.

10. Entries shall close where possible fourteen days before the races.

11. Each V. C. club shall, as early as possible before the race, send to the chief of the Vigilance Committee a list of entrants.

12. Each V. C. club shall return the entries of such competitors as are struck out by the chief, with such exceptions as are provided in Rule XIV.

13. That the following definition of riders whom the affiliated clubs deem ineligible is given as a guide for the Vigilance Committee; but the delegates shall have absolute discretion in each individual case.

a. Any cyclist reasonably suspected of receiving pecuniary or other benefits from a maker.

b. Any cyclist who may take part in any race, ride, or competition promoted by a maker or agent for the purpose of advertisement.

c. Any cyclist who may in any competition, by whomsoever promoted, which is confined to one make of machine, or in any way promoted for the purpose of advertisement.

d. Any cyclist who may on these and similar grounds receive black balls in the voting of the.

14. Affiliated clubs shall be at liberty to receive the entries of their own members in the case of challenge cup races, or of previous winners of such cups, although they are barred by the V. C.

15. This scheme is only to apply to open races.

WE feel like asking the indulgence of our readers when we discuss the amateur question. The subject has been worn threadbare, and yet it is before us now as it never was before. Men of prominence in the cycling world are lending their aid to a movement for the abolishment of the amateur distinction, and their arguments are entitled to serious consideration. The much vexed question is before us in a serious aspect, and the old-time distinction is trembling on its foundations.

WRITERS of cycling gossip are just now discussing the attitude of this or that club towards the League in relation to the Boston meet. We submit that this is unfair. The attitude of a club

cannot be judged by the random remarks made by a few members, and is best judged by the official action of the club as a whole. Both of the Boston clubs have decided to unite with the League next year, and it is unfair for any one to say, at this time, that either will lack loyalty or enthusiasm to the institution. We anticipate a great deal of friendly rivalry between the clubs in their arrangements for the meet, and we do not see that the League can lose anything, when two such powerful clubs try to outdo each other in making the affair a success, and the visit of the wheelmen a pleasant one.

WE are having no end of record-breaking feats nowadays, and men who are reported to have broken this or that record will no doubt be offended if the records are not accepted on no better evidence than comes with a newspaper report. The records now on the books were made under conditions satisfactory to the authorities, and cannot be displaced except when similar conditions have been complied with. One of these conditions must be evidence to show that those who held the watches were competent and *honest*.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The "Dealers' Amateur."

Editor Bicycling World:—This animal has existed since the sale of cycles was commenced. He is distinguished from the well known "makers' amateur" by the fact that in place of using his position as an apparently disinterested amateur to excite the public's interest in a certain machine by displaying on it his talent as a racing man, hill-climber, or record-breaker (at the expense of the maker), he, under the same guise, "blows" for the dealer, cracking up his machines, and roping in the unsuspecting as customers, not forgetting to make the same a source of income to himself. Now a man is all right if he really believes in what he recommends, and does it through good feeling, and with a desire to promulgate the introduction of his style of mount. But when a man will deliberately "lay pipe" with one or more dealers, and assist them in "running off" a lot of old wrecks on his acquaintances, pocketing a neat little stipend for his own share, and when the friend finds he is stuck, sympathizes with him, but forgets all about his share of

which, of course, the friend is not cognizant, he is a snide.

The "makers," amateur is not so dangerous a bird as the "dealers'" ditto, as the former practically advertises himself, but the latter gets in his work under the guise of disinterested friendship or acquaintance, and passes his opinion with the gravity of usage or philosopher, while all the time it is really a matter of dollars and cents.

The "dealers' amateur" sometimes develops into the "amateur dealer," another parasite who hangs on the outskirts of the legitimate trade and catches some poor devil of a friend short, buying his wheel for a song to sell again at the highest market value, with no expense attendant, or invests in some wreck which he "doctors" for the purpose of catching some sucker.

Greenhorns are plenty, and will bite at tinsel every time, in place of the pure metal; but in time, square dealing will come to the top, and the "dealers' amateur" and the "amateur dealer" will die a natural death.

Another man whom we want to hit while we have our club warmed up, is the legitimate dealer, who keeps waving his jaw in public. He gets in something about the great and glorious Drudge, Moyal Rail, Exquirt, Squadrant, etc., at the club meeting, on runs, at home, in the cars, and in fact in every place where we are unfortunate enough to meet him. Verily some Sampson will seize his jaw and slay the whole tribe.

There are notable exceptions among dealers, etc.; but the percentage is very small, and generally, when the conscientious man, after refraining from business advancement, ventures to offer a suggestion personally, he is set down as a dealer, and his vote goes for nothing, while the blow-hard gets his work in, and the "dealers' amateur" becomes an officer of the club, perhaps, and writes to the trade something like this: "I am secretary, captain, or president of the Pinetown Cycle Club, and have a great deal of influence with the fellows. What per cent can you give me on wheels?" Some foolish dealer is roped in, and the racket is worked on the whole business.

Verily the whole bicycle business seems a sink of iniquity. BANG.

An Ice Idea.

Editor Bicycling World:—"Daisie's" mixed metaphor, over the "cycle in winter, and the skate in summer," provokes me to use a pedal some more. It also wakes a vision in my mind, and I shut my eyes and see a long, level lake, with snow-clad banks, and the full moon gleaming across the glassy ice. I see the swaying forms of skaters. I hear the soft hiss of the swift steel, perchance a snatch of song, or words of various import, the beginnings reached before they passed me, the ending indistinct in the distance. But what is this? Why this scattering among the skaters? Why

these gleaming lights of many hues? A cycling party! singles, tandems, sociables, safeties, in fine array, with battle lanterns lighted, flying in quick succession like the panting horses of a Roman hippodrome, or Barnum's circus. The rubber tires are noiseless; the motion is so easy, it seems rather like a *dream* of flying, such as we sometimes have when we seem to glide away as restfully as a drifting cloud; and fleet indeed must be the skater who can keep abreast of us! *This is paradise!* this the wheelman's heaven! Talk not of balls and parties, hot and close, with a few blissful moments, perchance, in a whole evening. No, my friends! give us the pure, crisp, winter air, and a full moon, on Jamaica Pond! Give us notice and have an icy conference! and if "Daisie" is there and I find a mutual friend, she shall have the trial of a 40-inch. What say? shall we have a party when the night is still, the lake solid, and the wooden skate aloft on Jamaica Plain cars?

J. PARKE STREET.

Road Records.

Editor Bicycling World:—Mr. Stevens should remember that it is easier to pull down a house than to build one up. His criticisms on the road records, and the existing method of proving them, are out of place if he does not suggest a better plan. There are those who like to go through the world finding fault with this and with that; pointing out the errors and faults of this or that system, etc. etc., but they never suggest anything better. Let us admit that the present system is wrong. How would Stevens improve it? In the absence of surveyed roads and measured distances, what better plan than the present can be adopted? Let not your correspondent pull down only. He does nothing for the good of the cause in that. If he will come forward with an idea, he may do some good.

PETER BELL.

Cyclometer Measurement.

Editor Bicycling World:—It has not been my custom to seek notoriety by letter writing, neither do I do so now, but having read the two letters of "Stevens" and "Boston," in your issue of the 4th inst., containing statements grossly exaggerated, and suppositions purely ridiculous, regarding the recent 24-hour record races, and questioning the measurements of the cyclometers as published, will you kindly allow me, as the inventor of the cyclometers used in the races mentioned, the privilege of showing the absurdity of the two letters. I will first take the one signed "Stevens." He appears to err, more from ignorance of his subject than anything else. If Stevens had thought twice before writing, he would not have hinted at the use of the mechanism of a cyclometer, for a smaller wheel being used on a larger wheel to shorten the distance, and get a larger record. It

is generally understood that the smaller the wheel, the greater the number of revolutions to the mile; and for a rider to use the smaller size cyclometer, with the vain hope of increasing his record, would betray ignorance, equal to, but not surpassing "Stevens."

It is needless to say the riders did not have anything to say as to what size cyclometers should be placed upon their wheels; and, therefore, they cannot be guilty of fraud on that score.

The cyclometers in question were all tested by myself, before they were put on the wheels. They were all put on the wheels by myself or under my personal supervision, and were the correct sizes for the wheels on which they were used.

It remains for "Stevens" and "Boston" to *prove them to be wrong*. So far they have not done so.

"If's" and "probable" are not facts, and I therefore propose to prove my claims while exposing the absurdity of their charges. "Boston" says:—

"I would like to call attention to a variation in cyclometer measurements, which might affect the proof of said records, as will be illustrated by the following:—

"Mr. Huntley is credited with having ridden 257 $\frac{1}{8}$ miles upon a 54-inch wheel, which makes 373.5 revolutions in going one mile."

Right, "Boston." He did ride such a wheel. But then comes "Boston's" question again, "If?" "If he used a cyclometer containing a ratchet having thirty-seven teeth, it would record a mile to every three hundred and seventy turns of his wheel, when he would actually have a distance equal to 3.5 revolutions more to ride before completing the full mile. This would make a variation of 2.31 in going 257 $\frac{1}{8}$ miles, and would reduce the distance scored to 254 $\frac{3}{4}$ miles."

Mr. Huntley *did not use a cyclometer containing a ratchet with thirty-seven teeth*, and it did not record a mile in 370 revolutions. Mr. Huntley rode a 54-inch Rudge bicycle, and used a 54-inch cyclometer, which recorded a mile every 373 revolutions.

Next: "Mr. Munger is reported to have ridden 259 $\frac{3}{4}$ miles on a 57-inch wheel, making 353.8 revolutions per mile."

Right again, "Boston," but then "Probably" comes in. "His cyclometer probably had a ratchet containing thirty-five teeth, and would record a mile to every three hundred and fifty revolutions, leaving a distance equivalent to 3.8 revolutions necessary to complete the mile, thus making a difference of 2.59 miles in the whole distance ridden, and reducing his record to 257 $\frac{1}{4}$ miles."

Mr. Munger *did not use a cyclometer with a 35-tooth ratchet*, and it *did not* record a mile in 350 revolutions.

Mr. Munger rode a 57-inch Apollo bicycle, and used a 57-inch cyclometer, recording 354 revolutions to every mile ridden.

"Boston" now pleads ignorance, as follows:—

"I am not informed as to what size wheel McCurdy rode when making his record of 255 $\frac{1}{8}$ miles, but supposing it to be a 55-inch, making 366.7 revolutions per mile, his cyclometer would probably be the same as for a 54-inch machine, and would not record a mile until his wheel had made three hundred and seventy revolutions, or 3.3 revolutions more than a mile. This would give 2.29 miles to add to his score, making the actual distance 257 $\frac{7}{8}$ miles.

"If this latter supposition were correct, it would be seen that neither Huntley nor Munger really rode as far as McCurdy."

"Boston" here proceeds to show, by his method of subtraction, supposition, and addition, that, while Munger, who is really first, shall be last; McCurdy, who is far and away the last, must of necessity be first, and asks: "I would like to know if, in making up the records, any allowance has been made for the above-mentioned variations."

The so-called "variations" do not exist, and I now give the actual facts, "Facts" Boston, not "Ifs" or "Probablys."

First. Mr. Huntley made the entire distance on one wheel, as published. I will certify to this.

Second. Mr. Munger made the entire distance on one wheel, as published. I will certify this also.

Third. Mr. McCurdy used two (2) 55-inch Columbia light roadsters, and two (2) 56-inch cyclometers. But—

Fourth. Mr. McCurdy did not make the entire distance as shown by the cyclometers, one of McCurdy's pacemakers having ridden McCurdy's wheel while McCurdy rested.

This I can also prove, and is the only evidence of fraud in either of the three races. Such are the facts in the matter.

Let those who think they can disprove any of my statements, do so over their proper signatures, as men should do, if they expect to be believed, and they will then find me prepared to maintain all I have stated.

JOSEPH BUTCHER.

The Records.

Editor Bicycling World: In your issue of 27 November, you announced two new attempts at the 24-hour record, by Huntley, of Newton, and Munger, of Detroit, and stated you were promised certificates to prove the records. In your issue of 4 December, I noticed the promised verification from Munger, signed by his pacemakers, but I have not seen the promised verification from Huntley. One would naturally suppose, in the absence of his (Huntley's) promised verification, that he cannot prove his claim, and that Munger, who has sent in his proofs in a manly way, is fairly entitled to his record of 2.59 $\frac{3}{4}$. If Huntley would dare publish his course in detail, as Munger has done, it will prove that he (Huntley)

rode continuously on a short stretch of good road, and that Munger's is the best American road record, made from town to town, over regular country roads.

FAIRPLAY.

[Huntley's statement was received last week, but too late to be inserted.—ED.]

Gaul.

Editor Bicycling World:—We (my chum and I) are much surprised at your articles on Gaul, published in recent editions of the WORLD, and wonder in what part of the country its contributors are in the habit of riding. Speaking from observation in eastern Massachusetts, and in this period of advanced civilization, such persons as are mentioned therein, are regarded by us as a kind of "rara avis," sometimes heard of, but seldom seen. We belong to what might be termed the old school of bicycle riders, and during the past two years have pretty thoroughly traversed on the Expert this portion of the country, having ridden singly and with a club, and in all our experiences have never as yet run across one of these funny men of Gaul, and feel just as safe when off our machines from their being tampered with by greenies or members of the club, as we would if it were our own team left unoccupied.

In cases where our machines have been borrowed, they have been returned in as good condition as when taken, and see no reason why one should allow his bicycle or tricycle to be used as common property, unless he so chooses. "I."

Some "Safety" Notes.

It may be a duty to join the recent discussion of the proper sizes of tricycle wheels, but I shall do so only to say that I quite agree with those who consider the "big wheel" an obsolete error. The balance of points is overwhelmingly in favor of wheels of medium size, —forty-eight should be the maximum for tricycles, and forty-six and forty-four, slightly geared up, are better, even forty-two and forty having some strong claims. There is no inconsistency in favoring on the trike the gearing I condemn on the bicycle, for the conditions are widely different. The trike is compelled to use a chain; it has wide apart and firm support for its crank bearings; it carries the load on two equal wheels instead of on one; and there is a great difference between gearing up a medium-sized wheel one fourth or one fifth, and gearing up a small wheel one half, or even more. For cycles of whatever description, it will ultimately be admitted. I venture to predict that the medium is safest and best. It is positively sure, although some in the trade, for immediate business reasons, are not yet willing to publicly admit it, that a very small wheel is as really, if not as largely, a departure from safety as a very large one. Both extremes of size will have to "go."

The discussion suggested to me to

spend a little time in looking through Stumrey's "safety" Indispensable, to see what sizes are most used on the geared dwarfs. He describes, in his usual way, fifty-seven machines, by some fifty-three makers. Arranging them by the size of front wheel, they are:—

No. of Machines.	Size of Wheel.
3	30 inches.
1	32 "
32	36 "
17	38 "
4	40 "
57	

Several of the 36-inch machines are sometimes built thirty-eight, and in a few instances forty; but a mechanical difficulty in the whole class is increased by so doing, and the sizes above taken are the standard. Arranging them by the size of back wheel, they are:—

No. of Machines.	Size of Wheel.
5	16 inches.
5	17 "
24	18 "
1	19 "
16	20 "
5	22 "
1	30 "
57	

Arranging them according to the sizes of wheels coupled together, they are:—

Sizes used together.	No. of Machines.
36 x 16	3
38 x 16	2
36 x 17	1
38 x 17	4
30 x 18	2
36 x 18	15
38 x 18	4
40 x 18	3
36 x 19	1
30 x 20	1
32 x 20	1
36 x 20	6
38 x 20	7
40 x 20	1
36 x 22	5
36 x 30	1
57	

Dividing the back wheels into two classes, one above and one below the old conservative size of eighteen inches, and giving only the two principal front sizes, they are:—

Sizes used together.	No. Machines.
36 x 16	3
36 x 17	1
36 x 18	15-19
36 x 19	1
36 x 20	6
36 x 22	5-12
	31
38 x 16	2
38 x 17	4
38 x 18	4-10
38 x 20	7-7
	17

The four having 30 and 32 inch main

257 $\frac{1}{16}$ Miles in Twenty-Four Hours.

MADE BY

W. H. HUNTLEY, OF NEWTON,

ON A 37-POUND

RUDGE

BICYCLE IS THE

BEST AMERICAN ROAD RECORD

MADE FROM TOWN TO TOWN OVER REGULAR COUNTRY ROADS.

In order to compare Road Records, they should be made under the same conditions. It proves nothing in regard to the capabilities of a man or a machine to ride for three or four hours continuously on a short stretch of good road.

SOLE UNITED STATES AGENTS,

STODDARD, LOVERING & CO.

New York Headquarters - - G. R. BIDWELL - - 4 East 60th Street.

HIGH-WATER MARK.

259 $\frac{3}{4}$ MILES IN 24 HOURS.

L. D. MUNGER, of Detroit, on Nov. 20 and 21, regained the Twenty-Four Hour Record, after three unsuccessful attempts, in each of which he was prevented by rain or by falls. In all four attempts, he rode ONE MACHINE,

A 57 INCH

APOLLO

WEIGHING 34 POUNDS,

Which stood the severe strain without a break. It has been truly said that only the very best material and workmanship could endure this rough treatment. Not a broken backbone or buckled wheel this year.

A STOCK OF 1886 APOLLOS,

WITH DETACHABLE HANDLE BARS, JUST RECEIVED.

W. B. EVERETT & CO.

SOLE UNITED STATES AGENTS,

6 and 8 Berkeley Street - - - BOSTON.

REPAIR SHOP JUST OPENED. ILLUSTRATED CATALOGUES FREE.

wheels are of the "bone-shaker" pattern. This pattern also including two others. They carry the rider more nearly than others midway between the axles, and thus in the best position as respects jar; on the other hand, they combine exceedingly small wheels, two of them actually using 30 and 18-inch.

I claim that a 40 is the smallest main wheel which, in a bicycle at least,—I might even say in tricycles also,—is fit for use by adults for road work. I am so convinced of this that I regret the thirty-eight Faciles I have heretofore sold, and wish to sell no more so small. Makers and dealers whose present interests incline them to laud the beauties of a tiny wheel geared to "equal" (?) a big one will naturally keep a discreet reserve on this point; and yet I believe, their convictions agree with me. If there is an exception to this, it must be when a very small driver is coupled with a very large trailer, as when the Rover uses a 30-inch (rear) driver and a 36 main wheel. I should expect to find the vibration-fault in the dwarfs largely mitigated on that machine.

Looking at back wheels particularly, the old and standard size on the Ordinary was eighteen. Little by little, this has been reduced to 17½, 17, 16½, and even 16. The reasoning which justifies this would justify further increase of lightness and ease of rolling over gutters and curbs by making a mere castor of the rear wheel, and I do not believe there is a maker in England or America who does not regard this reduction as a concession to thoughtless fashion at the expense of mechanical principles and good practical results.

If there is any proposition, save such semi-axioms as that rubber eases jar, on which there is a virtually unanimous concurrence among well-informed wheelmen, I think it is that eighteen inches is the minimum good wheel for any machine, tricycles included. Reducing front wheel increases jar, and the resistance of obstructions, and the veriest tyro can see without explanation that if he could ride his back wheel as he rides the other, it would make vertebrated jelly of him. I have always and everywhere admitted that in the Facile the reduction of front wheel is an increase of jar; it cannot be otherwise; but the enlargement of the back wheel is more than an offset to this. Riders and makers of tricycles are gradually learning, in obedience to the law of desirable medium on which I have insisted, that they must enlarge the steerer; and the dwarfed front wheel of the geared bicycle emphatically needs a large trailer. On the contrary, thirty-four out of fifty-seven do not use an enlarged back wheel, and ten reduce it, 36 x 18 being used four times as often as any other combination. The probable reasons for this mechanical solecism are: the saving of weight, this class of machines being very heavy at best; the desire to lessen the apparent dwarf appearance and admitted ugliness; and the possibility that a larger trailing wheel would increase the

side slip peculiar to these machines. Small main wheels are unavoidable in this plan of construction; but it is a fact that the only geared bicycles which have done any notable road work have the largest trail wheels in the whole class, and are furthest from this glaringly bad proportion.

Nobody has doubted or questioned from the first that this type of bicycle is capable of high speed under very favorable conditions, although I would hardly fear agreeing to eat one when it makes a record, anywhere, which the ordinary, whenever the best riders get sufficient motive to try, cannot leave behind, the fact being that for *pure speed* nothing can shake the original type of bicycle. It has not tried to touch the old road record on short distances, this year; but it has not the motive just now. I consider the word "safety" misapplied to the geared dwarf, which is having its day out just now; at least, it is a noteworthy fact that these so-called Safety bicycles are not offered and pushed on the alleged quality of safety, but on the alleged quality of *speed*. It is positively undeniable that the too-rapid craze of production which has brought out so many duplicates of one pattern, and whatever actual sale they have found in England, started from the successful attempt on the 100-mile record; an hour less on that attempt would have left them out of the trade year. The qualities of easy movement and control, hill climbing, special suitability to all-round road work, and even of safety, all of which are obviously prime requisites of a "Safety" bicycle—we have heard virtually nothing of; the one claim put forward is that these machines are "faster than any bicycle," and the efforts of the firms most prominent in showing them have been directed to getting up competitions in which trained men, on machines specially built for the purpose, might make 50 and 100-mile "records" before the wind. The most prominent advertisement of this class in the *Cyclist*, to-day, of the most prominently known machine for the lot, does not contain a word by which, if I were a prospective customer seeking safety and practical utility in a bicycle, I could gather, that such qualities are claimed for the machine in question; all that is said there is a shout over the latest speed-record, made to order under the spur of inexorable trade necessity. Far be it from me to criticise this. From the trade standpoint, I admire it; it puts forward not only the best "advertising" claim, but the one thing this class of machine can do. This policy is what I should pursue, if I were trying to market the geared dwarf. I now merely point out the fact that all this is a confession of their real character, it being assumed that the public will accept the claim of speed, and will be dazzled by that into taking for granted the substantial qualities which are desired, but of which so little is said. It is clever management;

but is it not what the lawyers call a "confession by avoidance"?

The most serious strictly mechanical defect in these machines, is the strain on the crank-wheel. Attempts have been made to meet this, and several patents on devices for the purpose have been taken out, but the essential lack is width, and the only way to get that amply is to carry a crank-shaft through the wheel, which involves a difficulty. If a firm enough bearing is obtained, there is an unprecedented lateral strain remaining, which increases with the resistance to be overcome from high gearing, weight of load, and badness of road.

It is not easy, after so much "blowing" and drum-beating, to get at what sale these machines have had in England. A considerable number have doubtless been pushed out, but probably much less than the makers looked for, and very much less than they have sought to have believed; the tricycle trade has been somewhat interfered with, but all accounts from the best observers agree that there has been a great over-production of dwarfs, and that a reaction from them is almost certain. In this country, I have taken pains to make inquiry of the most competent and trusty sources I could find, and the conclusion therefrom is that attempts to introduce the machines here have thus far been a failure.

I am biased? Certainly. But mechanical laws have no regard for my bias. My wishes, whatever they are, will have no influence on the result of such attempts, and my opinions will have scarcely any. Hence I should be very foolish to let either mislead me on matters of fact. JULIUS WILCOX.

NEW YORK, 3d Nov. 1885.

CURRENT CALAMO

J. PARKE STREET wants an ice party. Let him invite the ladies, then.

THE Montreal Club is having a bicycle group picture made up by Notman, which promises to be one of the finest things of the kind ever made. It will be sent to the forthcoming colonial exhibition in London.

MCCOY & WILLIAMS, of Newark, N. J., will introduce the Sparkbrook tandem to American riders.

WHITTAKER, Prince, and Eck are the latest victims to the newspaper cut.

NEW ORLEANS wheelmen are already planning a tour to the Boston meet.

WHEN the pistol was fired for Whittaker to start on his run for a record, on the St. Louis Fair Grounds, a number of cattlemen, who were attending the cattlemen's convention, were in the grounds, and they immediately rushed over to the place where the smoke was curling upward; but, to their surprise, they did n't find a dead man.

FRANK S. RAY, a drummer for a Kansas City house, makes his business trips on a bicycle. He recently returned from one of these trips with a record of seven hundred miles ridden over Kansas roads.

ENGLISH wheelmen are now investing their shillings in the grand Christmas draw, and each hopes to pull a machine out of the lottery,

ON the way in from Manchester, Thanksgiving, the line of wheelmen were run off Bartold's hill by a farmer, who came down the grade at a breakneck speed. Bob Gordon caught the wagon box as it went by, vaulted in, and soon had the farmer by the throat, while another cyclist clambered up on the other side and stopped the horses. They were about to give him severe punishment, when his hat fell off, revealing his gray hair, which caused him to be let go, after he had been pretty well scared. — *St. Louis Ex.*

IN the Thanksgiving run to Manchester, Son-of-a-Gun Hill was climbed by Henry Oellein, W. G. Wiley, C. C. Hildebrand, Percy Stone, and Bob Gordon. It is now considered certain that the Ramblers meant Undertakers' hill when they offered the medal. — *St. Louis Ex.*

THE first story of the Missouri's clubhouse is finished, and the members are praying for good weather, so they can get through with the building before the bad weather sets in.

THE professional bicycling world will probably have a new member next year. Charley Courtney, who has a great reputation as an oarsman, has mastered all the difficulties of the wheel, and it is reported that he can get more speed out of the silent steed than he can get out of his boat in a night trial, with his brother doing the clocking. — *Turf.* Oh that some power would avert the impending blow.

MUNGER has gone to Detroit, and McCurdy has retired to the backwoods of Lynn, and now we shall have a long rest. The boys have been a long time wrestling the record from one another.

THE Missouri Division has issued a very compact and complete handbook. It contains the constitution and by-laws of the L. A. W.; the racing rules; list of railroads which carry machines free; the constitution of the division; lists of officials, hotels, etc.; and a very complete table of records. The little book will be of great value to Missouri wheelmen and to others as well. We shall find it very useful, for it gives us the League constitution and racing rules in a very handy form.

THE case of Pope Manufacturing Company v. Overman Wheel Company has been postponed till 12 January.

THE Overman Wheel Company will move into larger quarters at an early date.

THE Racing Board has accepted the records made and claimed by Wm. A. Rowe, from one quarter to twenty miles.

ENGLAND has a new idea, which may be termed "sealed handicaps." By this scheme all the riders in a race start from scratch and ride the total distance, the allowance of the handicap being made known after the race is over. This

arrangement would certainly secure a hot struggle from start to finish, every man doing his utmost to keep a long way ahead of everybody else.

EX-CAPTAIN FRED JOHNSON, of the Brockton Bicycle Club, has removed to Syracuse, N. Y.

THE Pope Manufacturing Company has on exhibition at its warehouses the Expert Columbia bicycle used by Hugh J. High on his run from Pennsylvania to Nebraska.

PRESIDENT DUCKER, of the Springfield Bicycle Club, has joined the Massachusetts Club.

WALTER JENNINGS figures as the "amateur champion of Utah." His best time for the mile is 3½.

IN our notice of the Buffalo Home Trainer, we stated that the cyclometer bell would ring every quarter of an hour. This was rather a reflection, as the Buffalo boys, some of whom have rung it in twenty seconds. For "hour" read "mile," and the truth will be told.

GRANT BELL, of Minneapolis, Minn., met with a serious accident 1 December. He arose from his bed while yet asleep, and walked through a window, falling a distance of twenty-five feet. His spine was seriously and permanently affected. Bell was noted for his speed on a rink track in Minneapolis and his skill in taking the corners, and on this track, he defeated all comers.

THE St. Louis riders have discovered a hill that puts Son-of-a-Gun in the shade. It is called the Undertaker, because it lays them all out.

THE case of Renton v. Aaron has been settled. Mr. Aaron pays the expenses of the suit, and makes an apology in the *Bulletin*.

"HAL," of the *Bulletin*, has had his own pen picture submitted to the readers of that journal. It would have been no more than fair to have allowed some of his victims to paint him. We know of two or three who would like to do it.

THE San Francisco correspondent of an exchange has not lost faith in the Pacific Coast champion. He says: "The captain, Fred R. Cook, was sent as a representative to the international races at Springfield, where, if it were not for unfortunate headers, he would have come out champion of the world. There is not a bit of doubt on that subject in the minds of any of the Bay City wheelmen. Think of him doing 2.41 (privately) after two days' training at Springfield. He did no training prior to leaving here. That shows what is in him, and what will 'come out' when we get a suitable track here, which we are now bending our efforts towards doing." We wonder if the writer has studied the Hartford record of Mr. Cook. No header prevented him taking the championship of the world then. The word "if" has been abused by those who have written up the fall tournaments.

FROM the circular of the Bermuda trip

management, we take the following: "We shall leave New York Tuesday, 2 March, reaching Bermuda early the following Friday. Here it is proposed to remain thirteen days, stopping at the Hotel Hamilton, a house equal in every respect to our finest summer hotels, and delightfully situated in the midst of spacious grounds. We arrive back in New York 21 March. The steamer 'Trinidad,' of the Quebec Steamship Company's line, which takes us from New York to Bermuda, is a new and elegantly equipped iron vessel of 2,000 tons. Our wheels will be carefully handled, and a precedent has been established by our party of last winter that will avoid all custom-house annoyances at either end of the route. The cost of the entire trip of twenty days, reckoning from New York, will be but ninety dollars. This includes passage on the steamer, with stateroom and meals, two weeks' board at the Hotel Hamilton, and fees for sight-seeing. Persons having but a short time at their disposal can return on the first homeward-bound steamer, spending three days on the islands. This trip would cost sixty dollars; but we strongly advise all to remain over at least one steamer. Those who wish to remain longer, at small cost, can find accommodations at one of the many boarding-houses scattered over the island.

WILMOT's present partner is Alfred Buess. He is said to surpass Sewell in many respects.

The Champion Bicycle on the Road.

I WHIZ and whirl through valley and dale. I fly over the steepest, stoniest, and rockiest hills that cross my path almost with the ease of the bird. I cross the plowed ground and the muddy hollow with a bound quicker than the deer. In a day's journey, I flit by villages and towns, seemingly as thick to my eyes, as one continuous line of buildings, and one solid phalanx of teams and people. As the night comes on, I ride in one unending flash of light. And I am—the champion bicycle on the road.

The records for this year have not yet all been broken. There is still one chance left, and I shall be there. I see myself coming modestly before a massive crowd of people, who have gathered from near and far, who are of all colors, all ages, all sizes, and who include representatives from every class of men on the face of the globe. All these have come to see the records smashed once, and only once, more.

The judges have taken their positions, twelve distinguished men, each with an electric-sun, 64th-second stop chronometer. They have been selected with the utmost care, six from Europe and six from America, and there shall be no error in time, provided some bicyclist is not unfortunate enough to run into the basepole of the judges' stand, and disturb the equilibrium of the electric chronometers.

Just sixty entries, and as my eye roves

about the throng, I see all the old-time record smashers too numerous to mention, and a soft, gentle smile steals over my features, as I think of the darkness that is soon to come across them, as a punishment for their past deeds.

The bell has called position, and sixty bicycles, of every make and kind known, are forming lines and columns, and cheer on cheer breaks out from the multitude, and makes our very steeds of steel quiver with suppressed delight and emotion.

My steed alone remains firm and quiet, for it knows what *it* and *I* alone know.

A hushed moment, a flash of electric light, a click registered, and sixty steeds of steel have crossed the wire.

What a sight to stir the innermost soul! The gleam of a hundred thousand eyes follows the beams of flashing steel, and mark you!—what is that which, like a meteor, shoots down the track, and like a pack of struggling hounds leaves the fifty-nine behind. Around it goes,—the eye scarce can follow, and thought even becomes slow, as a lightning dash crosses the wire, and once again around the track before its speed is stopped.

Now, first, the throng finds its tongue, and the ground itself trembles beneath the deafening huzzas. The time! the time!

A judge has advanced, and is now announcing it. Impossible, utterly improbable! and yet too true. Need I blush to say it? No! Never! 44½ seconds.

Twelve electric-sun, 64th-second chronometers have each proclaimed one mile in 44½ seconds.

And where, oh where, are the fallen, the vanquished, the heretofore record breakers. Their day and deeds have gone to come again no more, and my steed, my noble steed, and I stand alone as conquerors of all the world.

W. C. BORCHSENIUS.

From a Feminine Point of View.

FROM the correspondence evoked by what I have said regarding tandems, I am led to believe that I have unwittingly given offence to certain of my good friends who incline to that kind of machine. I regret this very much, for I can but think that they have not read me fairly. It is always a matter to be regretted when one drops the thread of an argument to indulge in personalities, and from the time of such departure all discussion is profitless.

I NEVER could see why I may not discuss the respective merits of a sealskin sack and a Newmarket, without regard to the wearer; and if I prefer the latter garment, it does not follow that I am an enemy to all those who wear the former.

IN cycling circles there is a wide range for a discussion of machines. I like this, or I like that. It does not follow that my friendship for the riders of

either follows my inclination. When we come to a discussion of the single, the sociable, and the tandem, there is presented an opportunity for an interchange of ideas almost unlimited, but whenever I have ventured upon this ground I have never yet failed to wound the sensitive feelings of the tandem riders. From this point of view, further discussion will be fruitless. Let me say, however, to Mr. Tandemon, that having enjoyed "the sacred squash pie of peace," I cannot see that I have departed in any way from the obligations that mystic ceremony imposed.

I HAVE been reading, in a St. Louis paper, the story of a remarkable cure. Here it is: The heroine is a resident of that city, and the mother of adult children. She had been a great sufferer from insomnia and a burning pain in the head. A friend quietly brought a tricycle into the back yard and left it there. The lady, seeing it, was possessed with a desire to learn to ride, and that evening went out on the asphalt and rode a few blocks. Completely captivated with the new motion, she could scarcely wait until the next evening, and when it came rode five or six miles, going up the steep grades with ease. That night she enjoyed the first night's sleep for many a month, found that the pain in her head had disappeared, and that not a single pain or ache was left in its place by the gentle exercise of the night. This restoration was brought to her, moreover, while she was dosing herself with the remedies "made and provided."

"VIOLET LORNE" has also introduced some evidence in a similar line. She says, in *Wheel Life*: "It is very gratifying at all times to bear testimony to the real benefits to physical health due to the proper use of the cycle. Very recently a lady well known in the tricycling world added another to the long list of those who gratefully acknowledge the beneficial effects produced on their health by riding. She tells me that her lungs, which were at one time very weak, are now exceptionally strong, and that she has not been ill for a single day since she first began to ride. Another lady (a resident in the Emerald Isle, this latter) writes word that at the time she first mounted a tricycle she was in such delicate health that a general outcry was raised among her relations and friends, who regarded her new whim as something suicidal. At first she could not ride for a quarter of a mile without great fatigue, but she persevered in her efforts, taking great care never to overtire herself, and gradually extending her rides. Now she indulges in long tours, which involve any amount of hard riding; and has arrived at a condition of what is popularly known as 'rude health,' eminently satisfactory to herself, her family, and the friends who once regarded her tricycle as a short cut to funeral obsequies and complimentary mourning."

THESE little testimonies to the good effect of wheeling should bring an army of wheel-women into the ranks. American women neglect exercise, because it is a bore. There is no disputing the fact that ordinary forms of exercise are a bore. There is no great amount of fun to be extracted from the use of dumb-bells, Indian clubs or pulling weights. Such things are monotonous, and moreover it is hard work. The wheel presents a form of exercise at once easy, exhilarating, and interesting. When this fact is clearly understood by American women, I believe they will take to the cycle in great numbers.

If the sport could only be made fashionable, it would have no end of devotees. Let the leaders of fashion say that cycle riding is the proper thing, and then the manufacturers would reap a rich harvest.

By the way,—your types made me say, last week, just the opposite to my ideas. "Give me the skate in winter and the cycle in summer," is what I wrote, and your compositors place me in the rather peculiar attitude of calling for the skate when there is no ice, and the cycle when the earth is blanketed with snow.

DAISIE.

Guide to Bicycling.

WE have just received an invoice of Henry Sturmey's "Guide to Bicycling," new edition, dated August, 1885. This little work is the most complete thing of the kind that has ever been issued, for it includes everything that can possibly be needed by the novice, and a great deal of value to the veteran. A glance at the table of contents gives these topics, among others: History of the bicycle; learning to ride; selection of machine; table of sizes; care of the machine; road riding; practical hints; costume; bags and accessories; racing and training; clubs; statistics regarding past events, records, etc. The little volume has reached an enormous sale in its former editions. The present edition is an improvement over all that have gone before. We send it by mail for fifty cents.

Chicago Hare and Hounds.

THAT the Chicago Bicycle Club boys can compete with any organization in the world, when coffee, sandwiches, and pie are in order, was proven by the raid on Secretary Thorn's layout, on Tuesday last, and that they are hard men to induce to turn out to a road race, was equally well exemplified later in the week. Evidently the temptation to remain an extra half hour between the sheets was more than the majority could withstand Thanksgiving Day. At best the prospect was not bright, and it is therefore hardly to be wondered at that only nine men plucked up sufficient courage to brave the wintry blast. Of these, poor Valentine, the most diminutive specimen of humanity in the crowd,

was selected as hare. At 9.46 he bade the blood-thirsty pack adieu, and dug out on his Kangaroo, for South Park. Fifteen minutes later, the following noble representatives of the "rowdy West" started in pursuit: Van Sicklen, Cook, Heywood, Webster, Van Doren, Thorne, Wright, and S. A. and F. P. Ribollo. At South Park, each man was compelled to stop five minutes at a cow barn fitted with three chairs, possessing in the aggregate ten legs, and a counter, called, by way of courtesy, a hotel. The distinguished proprietor will make application to have his place recognized by the League. Valentine pulled up at this cheerless resting-place at 10.42.15, and proceeded at once to thaw his benumbed fingers by the light of a tallow candle. Van Sicklen came next, just a minute later, and Cook and Heywood just a minute behind him. Webster and Van Doren arrived at 10.45, the Ribollo brothers at 10.47, and Thorn 10.49.30. The unfortunate hare preferred to take the train home again, to facing the cold breeze, Van Sicklen, therefore, acting as pioneer. At 11.42.30 he arrived at the clubhouse, Webster being second, Heywood, third; F. Ribollo, fourth; Van Doren, fifth; S. Ribollo, sixth; Thorn, Wright, and Cook following some time later. In spite of blue noses and chilled fingers and toes, none of the riders lost much time in departing for home, where the good old "turk" and roaring fire which doubtless greeted them, must have proven particularly gratifying. — *Sporting Journal*.

Huntley's Record.

THE following certificates are offered in proof of the recent road record of W. H. Huntley.

COURSE NO. 1.

BOSTON, 20 Nov. 1885.

To whom it may concern :

I certify that on the 20 day of November, between the hours of 2 and 6.09 P. M., I accompanied W. H. Huntley, of Newton, as he rode a 54-inch Rudge Light Roadster over the following course, viz. From Faneuil House, Brighton, to Newton by way of Tremont street, up Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts, Watertown avenue, Walnut street, to Newton Highlands, Lake avenue to Newton Centre, Beacon street, Woodward, Ellis, Hillside avenue to Needham, Highland avenue, Dedham avenue to East Dedham, return to Needham by way of Dedham and Highland avenues, Highland avenue to Newton Highlands, Lake avenue to Newton Centre, Great Sign Boards by way of Beacon street, back to Newton Centre by way of Beacon street, Walnut and Lake avenue, Centre street to Newton corner, Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts, Washington streets, through Newton corner, Tremont, Washington street to Faneuil House, and I

fairly saw him ride the same. Total distance, 53 $\frac{1}{8}$ miles.

LEWIS H. FROST.

COURSE NO. 2.

BOSTON, 20 Nov. 1885.

To whom it may concern :

I certify that on the 20 day of November, between the hours of 6.30 and 10.21, I accompanied W. H. Huntley, of Newton, as he rode a 54-inch Rudge Light Roadster over the following course, viz. From Faneuil House, Brighton, to Newton by way of Tremont street, up Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts streets, Watertown avenue, Walnut street to Newton Highlands, Lake avenue to Newton Centre, Beacon, Woodward, Ellis streets, Highland avenue to Needham, Highland and Dedham avenues to East Dedham, return to Needham by way of Dedham and Highland avenues, Highland avenue to Newton Highlands, Lake avenue to Newton Centre, Great Sign Boards by way of Beacon street, back to Newton Centre by way of Beacon street, Walnut street, and Lake avenue, Centre street to Newton Corner, Tremont and Washington streets to Faneuil House, and I fairly saw him ride the same. Distance of 42 $\frac{3}{8}$ miles.

C. F. HAVEN.

JOHN W. VIVIAN.

COURSE NO. 3.

BOSTON, 21 Nov. 1885.

To whom it may concern :

I certify that on the 20 and 21 of November, between the hours of 10:39 P. M. and 2.31 A. M., I accompanied W. H. Huntley, of Newton, as he rode a 54-inch Rudge Light Roadster over the following course, viz. From Faneuil House, Brighton, to Newton, by way of Tremont street, up Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts streets, Watertown avenue, Walnut street to Newton Highlands, Lake avenue to Newton Centre, Beacon, Woodward, Ellis streets, Hillside avenue to Needham, Highland and Dedham avenues to East Dedham, return to Needham by way of Dedham and Highland avenues, Highland avenue to Newton Highlands, Lake avenue to Newton Centre, Great Sign Boards by way of Beacon street, back to Newton Centre by way of Beacon street, Walnut street and Lake avenue, Centre street to Newton Corner, Tremont, Washington streets to Faneuil House, and I fairly saw him ride the same. Distance, 42 $\frac{3}{8}$ miles.

H. I. SWAN, *D. Bi. C.*

E. H. ELLISON.

F. A. LANE, *Charlestown Bi. C.*

COURSE NO. 4.

[BOSTON, 21 Nov. 1885.]

To whom it may concern :

I certify that on the 21 day of November, between the hours of 2.50 $\frac{1}{2}$ and 7.30, I accompanied W. H. Huntley, of Newton, as he rode a 54-inch Rudge Light Roadster over the following course, viz.

From Faneuil House, Brighton, to Newton, by way of Tremont street, up Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts streets, Watertown avenue, Walnut street to Newton Highlands, Lake avenue to Newton Centre, Beacon, Woodward, Ellis streets, Hillside avenue to Needham, Highland and Dedham Avenues to East Dedham, return to Needham by way of Dedham and Highland avenues, Highland avenue to Newton Highlands, Lake avenue to Newton Centre, Centre street to Newton Corner, Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts, Lowell Crescent, Lexington, Auburndale, Moody, Waltham, Crafts, Washington streets, through Newton Corner, Tremont and Washington streets to Faneuil House, and I fairly saw him ride the same. Distance, 50 $\frac{1}{2}$ miles.

J. E. COREY, *C. B. C.*

A. M. COOK, *C. B. C.*

C. I. SWAN, *D. Bi. C.*

COURSE NO. 5.

BOSTON, 21 Nov., 1885.

To whom it may concern :

I certify that on the 21 day of November, between the hours of 7.52 and 11.06 $\frac{1}{2}$, I accompanied W. H. Huntley, of Newton, as he rode a 54-inch Rudge Light Roadster over the following course, viz. From Faneuil House, Brighton, to Newton by way of Tremont street, up Washington, Crafts, Lowell, Crescent, Lexington, Auburndale, Moody, Waltham, Crafts streets, Watertown avenue and Walnut street to Newton Highlands, Lake avenue to Newton Centre, Beacon, Woodward, Ellis streets, Hillside avenue, to Needham, Highland and Dedham avenues to East Dedham, return to Needham by way of Dedham and Highland avenues, Highland and Lake avenues to Newton Centre, Centre street to Newton Corner, Tremont and Washington streets to Faneuil House, and I fairly saw him ride the same. Distance, 36 $\frac{1}{8}$ miles.

LEWIS H. FROST.

A. W. PORTER, *of Newton.*

COURSE NO. 6.

BOSTON, 21 Nov. 1885.

To whom it may concern :

I certify that on the 21 day of November, between the hours of 11.20 and 2, I accompanied W. H. Huntley, of Newton, as he rode a 54 inch Rudge Light Roadster over the following course, viz. From Faneuil House, Brighton, Washington and Tremont streets to Newton Corner, Washington, Crafts, Lowell, Crescent, Lexington, Washington streets, to West Newton, Newtonville, Crafts, Lowell, Crescent, Lexington, Washington streets, through West Newton, Newtonville, Newton Corner, Tremont, Washington streets, Brighton avenue to Pleasant street, back to Faneuil House, and I fairly saw him ride the same. Distance, 30 $\frac{3}{8}$ miles.

MR. HORACE G. CROCKER.

Total distance, 257 $\frac{1}{8}$ miles.

RACING NEWS

ST. LOUIS, MO., 26 November. — On Thanksgiving Day, S. G. Whittaker ran for a record at St. Louis, on the track at the Fair Grounds. He rode alone and under adverse circumstances. The times reported exceed record time above twenty-five miles, and the following is the list:—

26.....	1.24.56
27.....	1.28.30
28.....	1.31.57
29.....	1.35.26
30.....	1.39.00
31.....	1.42.29
32.....	1.46.05
33.....	1.49.45
34.....	1.53.30
35.....	1.57.19
36.....	2.01.00
37.....	2.04.45
38.....	2.08.22½
39.....	2.12.08
40.....	2.16.04
41.....	2.19.59
42.....	2.23.54
43.....	2.27.49
44.....	2.31.35
45.....	2.35.26
46.....	2.39.01
47.....	2.43.31
48.....	2.47.45
49.....	2.51.50
50.....	2.55.38½

The officers were: Timers, J. E. Smith, Chas. Felton, T. W. Eck; scorers, R. Hale, A. H. Goff; judge, Geo. McGovern, of Richmond, Va.; referee and starter, C. S. Slaughter.

A 5-MILE race between John L. Alexander, champion 5-mile skater of Indiana, on skates, and William M. Woodside, on a bicycle, occurred at the Leland rink, Minneapolis, 1. December, the skater being given a start of two laps. The skater won by five feet in 17.55.

DENVER, COL., 26 November. — The Thanksgiving sports of the Colorado Wheel Club at the rink attracted a large audience. Skating was indulged in till nine o'clock, at which time the floor was cleared for a drill by the club drill squad. After the drill followed a half-mile dash, which W. B. Felker won in 1.30. Dorner and Jackson contested in a two-mile race, which was won by the former in 6.07. C. C. Hopkins gave an exhibition of fancy riding, and at the conclusion of the performance Mr. Hopkins was presented with a gold medal as the champion fancy bicycle rider of Colorado. The last event was a mile race between Van Horn and Donaldson. Donaldson won in 2.37.

MISS ELSA VON BLUMEN is credited with pedaling a bicycle, man fashion, 400 miles, in fifty-one hours. The feat is said to have been performed at the Main street Rink, Buffalo, on 24, 25, and 26 November. On Thanksgiving Day, at 10.50.20 P. M., says our correspondent, she finished her 400-mile bicycle ride, for

the benefit of Music Hall, at Main Street Rink, having made the 400 miles in the fifty-one hours, with nine minutes and forty seconds to spare. Her actual riding time was 39.25.46, and her resting time was 11.23.29. The fastest mile was the 400th, which was made in 3.41, and the slowest the ninety-third, in 7.11. The fastest ten miles were made in 45.36, and the largest number of miles made without alighting was 61 and four laps. A perfect ovation was given the plucky little woman when she alighted from the bicycle at the end of the long ride. — *Turf*. We always take a very large grain of salt when we hear of Miss V. B.'s performances.

CLEVELAND, O., 3 December. — The race at the Olympian Rink between Rob. Ruck, bicyclist, and I. J. Mittleberger, Charles Percy, and Will. Smith, skaters, was won by the latter. The conditions of the race were: Ruck was to ride three miles, while the skaters each were to skate one mile. The wheelman gained nearly a lap on Percy and Smith, but seemed to give out on the last mile, and Mittleberger making a big spurt, defeated Ruck by a quarter lap.

ASA DOLPH, the ex-champion of Ohio, is running a restaurant in this city at present.

MINNEAPOLIS, MINN., 7 December. — William M. Woodside made an attempt, at the Washington roller rink, to-night, to break the 50-mile professional bicycle record. Owing to the temperature of the rink, which was very cold, Woodside got a cramp in the left knee at thirty miles, and stopped soon after making forty miles. The time made was: Three miles, 8.20; five miles, 15.25½; ten miles, 31.15½; fifteen miles, 47.5½; twenty miles, 1.32.6½; twenty-five miles, 1.20.7½; thirty miles, 1.37.3½; thirty-three miles, 1.47.34½; thirty-five miles, 1.54.9½; thirty-six miles, 1.58.44½; thirty-eight miles, 2.6.18½; thirty-nine miles, 2.9.59½; forty miles, 2.13.53½.

NEILSON has deposited \$50 as an earnest of a challenge to race Prince from one to twenty miles, for \$500 a side. acceptance to be made before two weeks, and the race to occur before 1 June, 1886,

WHEEL CLUB DOINGS

THE December meeting of the Boston Club was held 4 December. It was announced that the billiard tournament would commence on 8 December. The first prize for this tournament will be the choice of ten chop suppers, a gold medal, or a silver cup; the second prize, six chop suppers or a silver medal. The man making the lowest score will be awarded a leather medal. The committee appointed to investigate the management of the hundred-mile road race presented a report, in which they said they had ridden over the course and found it to be about three miles short.

It was reported that there were at present two hundred and thirty-one members on the rolls. The following gentlemen were appointed a committee to arrange for a series of entertainments at the clubhouse: Messrs. Field, Hyams, and C. R. Overman. The committee was instructed to arrange for some kind of a celebration on the anniversary meeting of the club, which occurs in a few months.

THE Massachusetts Bicycle Club will change its rule regarding non-resident members, so that they will be admitted upon payment of an annual fee of \$10 in advance. Non-resident members are those living twenty-five miles or more from Boston.

THE Philadelphia Bicycle Club, having become incorporated, now contemplates building a clubhouse. Attempts have several times been made to do this, but up to the present members have not taken much interest in the project.

THE first of the season's chop suppers of the Boston Bicycle Club was held last Saturday evening. The suppers are to be given under the management of Mr. R. J. Tombs, and will be held every Saturday night during the remainder of the non-riding season.

TICKETS for the Massachusetts Club carnival are selling rapidly. The burlesque drill has been given up, and Wm. S. Maltby will give an exhibition instead. There will also be an exhibition of polo on Star bicycles. After the exhibition there will be dancing in the main hall for wheelmen and invited guests. Supper will be ready at 9.30. At 9.45, the Olympian Rink will be open for general skating, and at 10 and 10.15 there will be racing for the high and grammar school championship. Arrangements are being made to secure special rates on the railroads centring in Boston. Wheels can be left by participants at the building one week before 16 December, if so desired. It is expected that at least 200 wheelmen will be in the parade.

SPRINGFIELD, MASS., 3 December. — A festal day for the Springfield Bicycle Club closed pleasantly to-day, Friday. After the "bike" boys had enjoyed a happy meeting in their rooms, discussing the prospective clubhouse and new rooms that can be had, all went to Barr's and had a sumptuous game supper. Nearly fifty sat down, and all grew merry with jests and even puns, till the incorrigible punster was forcibly "sat on" for a particularly atrocious "chestnut." With coffee and cigars toasts were called for, and a neat little speech from President Ducker hailed the first of the season's sociables. Then, expectant and delighted, the guests listened to the popular secretary, Sanford Lawton, whose few remarks were full of deserved congratulations to the club, now so famous in cycling circles the world over, that their record, not as a social club, but a cycle club pure and simple, and givers

GENUINE HUMBERS!

THE HUMBER TANDEM. (Patented in U. S. and Europe.)

THE HUMBER AUTOMATIC STEERER. (Patented in U. S. and Europe.)

THE HUMBER TRICYCLE. THE HUMBER BICYCLE.

ROADSTER TANDEM, Weighs 98 Pounds.

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STRENGTH AND RIGIDITY GUARANTEED.

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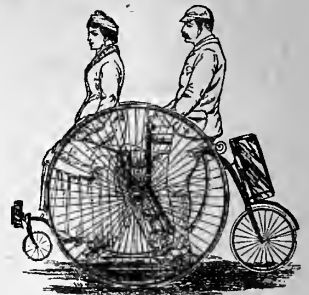
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THE "HUMBER TANDEM."
Send Stamp for Price List.

of the world's best tournaments, had been so clean and so proud. There was a good word for the champion, Springfield's favorite wheelman, but, most of all, well earned praise for the indefatigable, energetic, and enthusiastic Ducker. To him, in behalf of the club, he then presented a purse, containing a handsome gift from the club, well-dubbed "the good fellows of the Springfield Bicycle Club;" it was a check for \$500. The surprise and pleasure was too much for the president, who could express his thanks in a few words only. Applause and cheers showed again the boys' appreciation. Henry Morton, now of Boston, and others had a few more toasts, and early in the morning, after a long poem on the "Moosehead Lake—Mt. Desert," or Down-east Tour of 1885, written by a Bangor cyclist, the party broke up happy and satisfied. — *Republican*.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division:—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provision,

ally elected: Louis N. Jesunofsky, Burns Block—Nashville, Tenn.; J. D. Talbot, S. M. Publishing House, Nashville, Tenn.; Harry Gray, 106 So. Main street, Cortland, N. Y.; W. N. Eyster, Canton, Ohio.

APPOINTMENTS.—Consul *pro tem.* for Nashville, Tenn., Edwin D. Fisher, 28 Public square, Nashville, Tenn.

TO CORRESPONDENTS

W. F. C. We intend to give the State where there is any chance for a mistake.

T. B. SOMERS. We think the manufacturer will make it right. Write him about it. He has always been very fair. We don't know, though, that he ought to stand wear, but perhaps a hint to him would result in better material in future. Thanks for good opinion.

S. L. Will attend to it.

J. O. BLAKE. Will submit a rule bearing on the subject soon.

J. S. The machine is cheap at the price, if in good condition.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLES AND TRICYCLES AT BARGAINS. Now is the time to invest. The largest stock in Boston. Agents and Rinks supplied. Send stamp, stating size, make, and approximate price of wheel wanted. BUTMAN & CO., 74 Tremont St.

WANTED.—A CRANK BICYCLE about 52 in., or a Star. Must be a bargain for this season, Address A. BRADBURY, Box 2,486, Boston, Mass.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

Bicycles and Tricycles.

New at Second-Hand Prices. Also Youths' and Children's machines for holiday gifts, very low. If you want first-class repairing done or parts for repairs, send to

MURRAY'S, 100 Sudbury St., RIDING SCHOOL.

OPEN EVENINGS.

ELWELL'S BERMUDA TOUR.

A Winter Wheel 'Neath Summer Skies.

Bermuda is the wheelman's winter paradise. A delightful climate, tropical scenery, hard, coral roads extending to every point of interest, and all within fifty hours' sail of New York by the fine steamers of the Quebec Steamship Company.

The party will leave New York 2 March for a twenty-days' tour to this delightful spot. For illustrated guide and further information, address, enclosing stamp,

F. A. ELWELL, Portland, Me.

THE GREAT Cycling Carnival,

UNDER THE AUSPICES OF THE

Massachusetts Bicycle Club,

WILL TAKE PLACE

WEDNESDAY EVENING, December 16,

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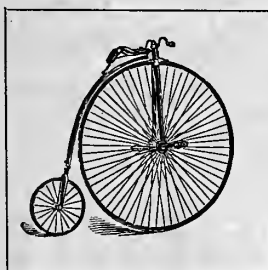
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 18 DEC., 1885.

MAKERS' AMATEURS.

THE clubs of London have laid out a very complete plan for checking the growth of what they call pro-amateurism, known to us as makers' amateurism. The plan is very elaborate, and if carried out will cure the evil aimed at. But it will not be carried out, and it will not cure the evil. It differs only in detail from the American rule, which says, "Clubs may reject any or all entries." The N. C. U. has a similar rule, but it has never been lived up to. No rule which leads to the banishment of our best racing men from the path will be regarded. Clubs will not embark in race meeting enterprises if they have no "drawing cards." The only rule which public opinion will endorse will be one which will give perfect

freedom to the fliers in their respective class races. When professionalism becomes respectable, it may do to employ such heroic treatment as the Vigilance Committee plan proposes, for then a man will care little whether he is ranked as professional or amateur, but until then men will fight shy of the professional ranks. The first step in the reform will be to dignify professionalism, and give it a chance to live. When clubs will put upon their programmes a good share of professional races, and when the professional is welcomed to club and league membership, we may look for the dawning of the day which will give us a better condition of things.

THE Coventry papers have about determined to accept the American records, and they do this on what they call "further information." We do not find that they have got anything in the way of information that they did n't have before, but it satisfies them, and we are content. Great stress is laid upon the fact that the name of the timer was withheld, and upon this little item they now rest for justification of their cause. It will not do. The full list of the chief officers was published in the WORLD at the end of the account of the tournament. The name of Mr. Whipple who was chief of that department was down as timer. In reply to a letter from Mr. Ducker, the *News* says, referring to the records, "As they stood originally they were open to criticism in every direction." As they stood originally, they stand now. We challenge Mr. Hillier or Mr. Sturmev to point to more than one fact that has been drawn out in this discussion that did not appear in the report published in the WORLD. They can point to one only. We did not publish the names of the timer's assistants, nor did we publish the names of the assistant scorers and clerks of the course. If the records were open to criticism, "as they stood originally," then are all English records open to criticism, for they were backed by the name of one timer, and that is as much as we get from the other side.

THE English papers are trying to justify their rejection of the Springfield records by quoting certain paragraphs from the *Wheel* and the WORLD, in which demands are made for proofs of certain records. The cases are not parallel. The leading American cycling

papers have always demanded conclusive proof of records, and have not accepted them until the proof is forthcoming. When the peculiar spectacle is witnessed of the *Wheel* and WORLD rejecting English records which the leading English cycling papers accept, we may expect to hear from the other side, "You're another," but not till then.

THE *Cyclist* is very indignant about the charge brought against it by Mr. Ducker in the *Bulletin*, and we must say that we fail to harmonize facts in the case. Mr. Ducker says:—

"On 8 September, the first day of our tournament, the first race was a professional handicap, which was run by Fred Wood in the then marvellous time of 2.35 $\frac{3}{4}$. After the race was over, the writer saw Mr. Wood, who then made the remark: 'My record will not be accepted by the Coventry paper, it being so much of a trade paper that they dare not accept it, as it is against the interest of their most ardent supporter.'"

Mr. Wood rides for Humber & Co., and it is fair to infer that he referred to the Rudge-Marriott combination as the most "ardent supporter" of the *Cyclist*. But the Rudge-Marriott combination held nearly all the records at the close of the tournament, and it was these that the *Cyclist* refused to accept.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Class Racing.

Editor Bicycling World:—As "Duffer" does not grasp the meaning of class races, I would refer him to my letter on "Classification" in the WORLD for 16 October. In addition, I would say to him that there is no definition of a class race in our present rules, and only one rule in reference to them, which allows the official handicapper to use his judgment as to who shall enter them. Also, that before another season is ushered in, the Racing Board will probably add to them a definition of class races, and a rule to fully govern them; and it is hoped that the present discussion will so fully ventilate the subject that nothing shall be overlooked. I presume this form of race was principally derived from the class race in horse trotting, where it has long enjoyed great prominence. There it is absolutely based upon a *winning* record. A horse enters a circuit of perhaps a dozen races at the beginning of the season. He may have made

2.15 in practice, but if he has never won a race he can enter the slowest class, say 2.50; and although he wins the first race in 2.20, he can enter every 2.50 race in the circuit during the season. If he should not win a race during the season, although he may make 2.15 he can enter the slowest class just the same next season. Mr. Kluge had never shown any wonderful speed, and had never made 3.10 in a race up to the time of his entering the 2.10 race, at Springfield. Could "Duffer," with any conscience, refuse him a start in the race, although he knows that a day or two before the race he had made some fast time in practice? I think not. And I do not believe that there was a single man in that race, but felt that Kluge had a right to all he won there. I am perfectly free to admit, however, that there have been many class races, which have been prey to the pot-hunter; the reason for it being, a want of proper definition and rules. The object of a class race, I should judge, is to encourage slow men, who by training may show improved form; and to bring out new men, who would make no show among the scratch men in their first race.

N. P. TYLER, M. D.,

Official Handicapper.

JERSEY CITY, 7 December, 1885.

Chicago Clockers.

Editor Bicycling World:—Will you please state, and so settle the matter once for all, that the timers at the late Chicago races did *not* express any opinion about any of the races, and particularly about the close finish between Knapp and Weber. The statement that "the judges and timers disagreed," is so ridiculous, that I fear Eastern men will have a very poor opinion of Western officials, if it is allowed to pass unnoticed.

SAMUEL A. MILES.

CHICAGO, 7 December.

Safety.

Editor Bicycling World:—Why do we not hear anything more about the little Facile on the road or from the many said-to-be-riders through the country? Is it too slow, or more tiresome, or has it had its day in this country, and like other good little things passed away, and left the existence of the geared machines to be a striking example of the survival of the fittest.

And, by the way, where are the many riders of those and the Pony Star in every-day road riding? We hear little or nothing from them. Are they only to be used on track or very smooth roads, and not available for every kind of road? or would a slight modification of the crank machine make a safe and easy mount for the middle-aged rider, that wishes to ride safe and easy with the smallest expenditure of muscular force possible? There is a large class of middle-aged men all over the country that would be riders if it only could be shown them that there is

an easy practical machine they could learn to ride without taking the many falls that youngsters seem to delight in. Now that the most of cycling will have to be done on paper, why not you, that have the safety machine, in these long winter evenings give your experience to your cycling paper, and help increase the number of wheelmen? The more riders we have, the better roads and machines.

43.

There were no Locks in Gallia.

Editor Bicycling World:—I have been delighted to see some of the replies to *s little article on "Gaul." 'Tis sweet to hear of favored spots where the chap who climbs unasked on your new wheel, and proceeds to do it more damage in ten minutes or less than you would do it in a year's riding, is a *rara avis*. Personally, I have a great objection to using any other person's wheel, or having any one else use mine, and I have no hesitation at all in making the delegate from Gaul aware of my prejudices in that direction. The trouble with this plan is, that it don't always work in time, so I have simply taken the easier plan of locking my wheel whenever I jump off it, and I feel under personal obligations to Mr. Conkling for devising his neat little combination lock, which removes the danger of losing your key while your wheel is locked up. It is not the cyclist from Gaul only that we have to fear, but every idiot who happens to come along. I found my wheel disabled once, when I was some miles from home, through the efforts of a stable boy, who took the liberty of "trying if he could mount the thing," while I was getting a glass of milk in the rural tavern with which he was connected. Since that day I hitch up my wheel when I dismount as regularly (and more securely) as if it were a spirited horse, and respectfully advise "I" to follow the same plan, or some fine day he will "run across one of those funny men of Gaul," and have the pleasure (?) of walking home, and pushing a disabled wheel before him, to the serious detriment of his standing as a church member should a tithing-man be within hearing of his comments on the customs of Gaul. CYCLOS.

Wood and the "Cyclist."

Editor Bicycling World:—Sir, — Quite accidentally, my attention has been directed to a statement contained in the *League Bulletin*, in a letter signed by Henry E. Ducker, in which I am credited with having made the following assertion on accomplishing my one-mile record: "My record will not be accepted by the Coventry paper, it being so much of a trade paper that they dare not accept it, as it is against the interest of their most ardent supporters."

Permit me, in justice to the journal referred to, as well as to myself, to re-

spectfully inform you that, so far as I am concerned, the statement is a pure fabrication. Since the very commencement of my racing career, I, in conjunction with my fellow English professionals, have at all times been treated with the utmost fairness by the Coventry paper; and occupying a leading position among professional bicyclists, I am in a position to state that no member of the fraternity could make so slanderous a statement against the *Cyclist*, which has always proved itself to be entitled to our greatest respect.

Trusting to your sense of fair play for the insertion of this letter,

FRED. WOOD,
Professional Champion.

LEICESTER, ENGLAND, 5 December, 1885.

Huntley's Record.

Editor Bicycling World:—I notice in your issue of 11 inst., W. H. Huntley's verified statement of his 24-hour road record *much mixed*. His favorite "country roads" appear to have been in and about Craft street, making in each course forty-two to thirty-six miles around the Newtons, not going over six miles, air line, away from the Faneuil House. Why does he not come out with a detailed statement, and state, as Munger did, how many circuits he made around the watch factory, and how long each circuit was, what "towns" he visited, also what "country roads" in that section. Why did he make his circuits so short? His statement does not justify his (misleading) advertisement.

FAIRPLAY.

The Lever-Steering Humber.

Editor Bicycling World:—In the descriptions of light tricycles in the *World*, I recall no allusions to the machine I ride, the lever-steering, or ladies' Humber. It possesses so many fine points that I want to describe it for the benefit of those, especially ladies, who cannot bring themselves to like the Crippler or the Quadrant. I hope that the Messrs. Humber will continue to supply it, and not allow the Crippler, with its automatic steering and awkwardness for ladies, to supplant it.

My machine is central gear, with bicycle pedals. It weighs just sixty-eight pounds. Drivers are 48 inch, with $\frac{1}{2}$ -inch rubbers, and geared to 50 inches. The steering wheel is 18 inches; width of machine, 35 inches; length of wheel base, 34 inches. Like the Crippler, the weight of the rider is carried forward, so that no tilt rods are needed. It has the usual side-steering handle. The steering rod, however, has a lever instead of rack and pinion-steering, and much surpasses that for steadiness. A spring over the front wheel helps absorb the vibration.

It runs just as easily as the Crippler, and with the peculiar smoothness incident

257 $\frac{1}{16}$ Miles in Twenty-Four Hours.

MADE BY

W. H. HUNTLEY, OF NEWTON,

ON A 37-POUND

RUDGE

BICYCLE IS THE

BEST AMERICAN ROAD RECORD

MADE FROM TOWN TO TOWN OVER REGULAR COUNTRY ROADS.

In order to compare Road Records, they should be made under the same conditions. It proves nothing in regard to the capabilities of a man or a machine to ride for three or four hours continuously on a short stretch of good road.

SOLE UNITED STATES AGENTS,

STODDARD, LOVERING & CO.

New York Headquarters - - G. R. BIDWELL - - 4 East 60th Street.

HIGH-WATER MARK.

259 $\frac{3}{4}$ MILES IN 24 HOURS.

L. D. MUNGER, of Detroit, on Nov. 20 and 21, regained the Twenty-Four Hour Record, after three unsuccessful attempts, in each of which he was prevented by rain or by falls. In all four attempts, he rode ONE MACHINE,

A 57 INCH

APOLLO

WEIGHING 34 POUNDS,

Which stood the severe strain without a break. It has been truly said that only the very best material and workmanship could endure this rough treatment. Not a broken backbone or buckled wheel this year.

A STOCK OF 1886 APOLLOS,

WITH DETACHABLE HANDLE BARS, JUST RECEIVED.

W. B. EVERETT & CO.

SOLE UNITED STATES AGENTS,

6 and 8 Berkeley Street - - - BOSTON.

REPAIR SHOP JUST OPENED. ILLUSTRATED CATALOGUES FREE.

to Humber's tricycles. It is a fine hill-climber and a great spurter. The open front makes it very easy to mount, and it is in every respect desirable for ladies' use. I rode a tricycle of the usual weight (about ninety-six pounds) for eight months before getting this machine, so I appreciate its advantages, and should be glad to have it better known. I have ridden 1,600 miles this year, which has been distributed on several different machines, and I have seen nearly all the makes in the country, and I do not believe that there is any other machine so well adapted to ladies' use. A LADY RIDER.

That Ice Idea.

Editor Bicycling World:—J. Parke Street has struck a good idea, but why Jamaica Pond? Why not an ice party on Charles River or some other stream where we can get a long stretch. The pond is only a mile long. If Charles River or Dorchester Bay is selected for the run, there will be a chance to turn around. When riding on ice one wants plenty of room. Ask Joe Dean if he does n't. LET TERGO SMITH.

Please Don't.

Editor Bicycling World:—I want to suggest a new record. There are a number of enthusiastic wheelmen who ride nearly every day in the year. Why not start a list for those who want to count the greatest number of days. Last year I rode on over two hundred days, and shall do better than that this year. Who takes the record? TUFF.

[W. D. Wilmot has a record of 365 days. Try the thing in leap year, and get 366 days. It's your only chance.—ED.]

Classification.

Editor Bicycling World:—Having had no little experience in handicapping, I have seen the very unsatisfactory results that come from allotting positions by records alone. I have had a field of men to handicap of whose ability I was well informed by their private performances, and yet I was obliged under the rules to handicap them by their records alone. I got very poor results always. Now that the handicapper judges men by their abilities as well as records, I expect better things. Shall we not see the same evil in classification if we go blindly by a man's records alone? I think so. We have gone through the thing in one way, now let us steer clear of it in the other. If it is the best plan to handicap by abilities, it is the best plan to classify by abilities. CAPT.

Some More Ice.

Editor Bicycling World:—"Invite the ladies if I want an ice party?" Now that is a bit "sarkastikal"! For my own line of life is woven into the world of

the goose-quill, and not many scribes are yet with wheels acquaint; and thus it happens that my visiting list among wheel ladies is zero,—a cold and frozen thing; and if I were to invite as suggested, and if they were to come, what assurance should I have against being frozen out of mine own party, since it's not in good taste to bear aloft as a banner one's own pedigree?

Still,—a party without ladies! I see I must be public-spirited; and if subjected to congealment, why, what then? Has not many another better man been thus refrigerated?

So here's my plan: Let the consul nearest Jamaica Plain arrange with some livery stable, and let cycles be sent to him when most convenient, with due regard to the almanac. Let all who desire, file their addresses with the editor, and stir up friends who may not be subscribers to do likewise; then, when a moonlight night is near, and the weather clerk has been "seen" by some official, and the *police commissioners notified to look after hoodlums*,—a postal card will announce the appointed hour. The seven-o'clock train will be caught at the Providence Railroad Station; the laggards will take the 7.35. The wheels will be mounted fifteen minutes later, and "The long glories of the winter moon" will shine upon us. "Who dares? That was the patriot's cry." Now, don't all speak at once.

J. PARKE STREET.

Editor Bicycling World:—In my letter on cyclometer measurement, in your issue of the 11th, I notice a typographical error, in which McCurdy is credited with using two 55-inch Columbia Light Roadsters, and two 56-inch cyclometers. My letter stated two 55-inch cyclometers. Will you please correct the error in your next, as I do not wish to have my signature under a wrong figure.

JOSEPH BUTCHER.

BOSTON, 11 Dec. 1885.

CLEVELAND (O.) NOTES.—At the last meeting of the Cleveland Bicycle Club, resolutions of regret for the death of H. O. Beckwith, an old Cleveland Club man, and brother to ex-lieutenant Beckwith, were passed. Mr. Pugh went to Massillon, to represent the Cleveland Club, of the Ohio division of L. A. W., at their annual business meeting. Victor C. Place, the cowboy wheelman, will be in town all winter and next summer, for he and C. H. Potter are to team it on the tandem in next season's races.

MR. L. H. JOHNSON has returned from his trip abroad, bringing with him a head full of plans for next season. While abroad Mr. Johnson made an extended trip with his wife through England and Wales, traveling on a Humber tandem.

BOOKS on cycling usually contain the time-honored recipe of melting the

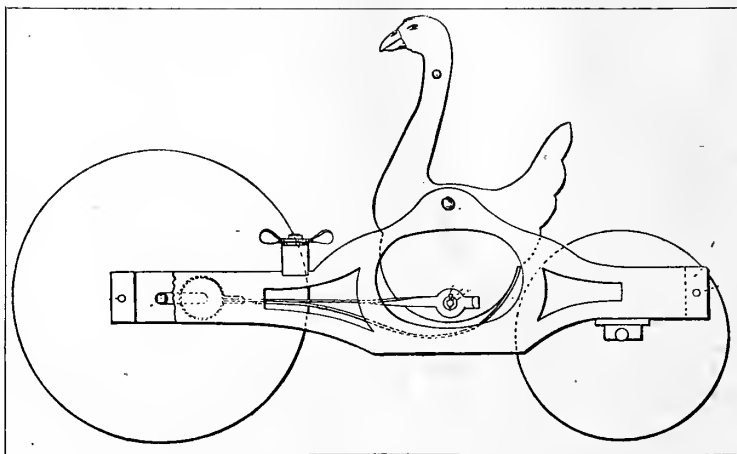
cement in an iron spoon as the easiest way to fix a piece of rubber which has become loose; but novices as well as veterans know that this is not a very satisfactory way of accomplishing the task. A remarkably simple expedient, and available at all times and almost in all places, is to merely set light to a large strip of newspaper, which gives forth a large flame of considerable power, by means of which the fellow becomes rapidly heated; and in the event of there not being sufficient cement in the rim a far more expeditious and simple method of supplying the needful is to break up the cement into small fragments—mere powder, indeed—and spread it thus dry in the rim between steel and rubber for the heat to melt it there already in its place. This method of powdering the cement, and making the rim serve instead of an iron ladle, is equally efficacious in the case of a long piece of rubber being cemented on by aid of a lamp.—*Wheel World.*

THE sports at Montreal will be on as large a scale as ever, the coming season. Wheelmen who go to the carnival should not fail to look in on "Tommy" Lane, who is headquarters for cycling and sporting information, and for sporting goods of every kind. If you want a *bona fide* Canadian toboggan or snow-shoes, send to Lane, and you will be well served.

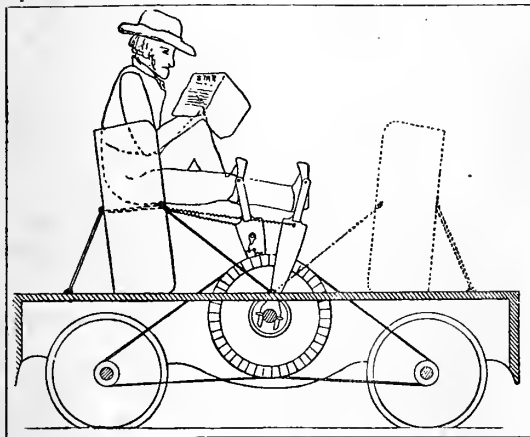
DR. WM. G. BUDINGTON, of Brooklyn, who was a member of F. A. Elwell's Bermuda party last winter, has just returned from another trip to those islands, on which he was accompanied by Dr. A. G. Coleman, of Canandaigua, N. Y., and ladies. While there they explored the roads on a Kangaroo and Columbia two-track tricycle, Dr. Budington riding the latter. They report the islands as looking beautiful from the effect of recent heavy rains which at first interfered somewhat with their riding. They were accompanied on all their excursions by Miss Coleman and Miss Wilson, who followed in a carriage, in which they conveyed Dr. Coleman's camera. Dr. Budington has left his tricycle at Hamilton, as he intends returning with Mr. Elwell's party, the 2 March. From letters being constantly received by Mr. Elwell, it is evident that quite a number of ladies will follow the example of Misses Coleman and Wilson, thereby adding greatly to the pleasure of the tour.

Wheeling has awarded gold medals to the following record-breakers: M. V. J. Webber, 1 mile, 2.39 $\frac{3}{4}$; E. Hale, 100 miles, 6h. 39m. 5s.; J. Lennox, John-o'-Groats trip, 6d. 16h. 7m.; F. Wood, 1 mile, 2.35 $\frac{1}{2}$; Tricycle, P. Furnivall, 1 mile, 2.58 $\frac{1}{2}$; S. Lee, 2 miles, 6.17; R. Cripps, 3 miles, 9.38 $\frac{3}{4}$; Geo. Gatehouse, 25 miles, 1.26.29 $\frac{3}{4}$; J. H. Adams, 24 hours, 232 $\frac{1}{2}$ miles; T. R. Marriott, John-o'-Groats trip, 6d. 15h. 22m.; Mrs. Allen, 24 hours, 232 $\frac{1}{2}$ miles. Eleven medals in all.

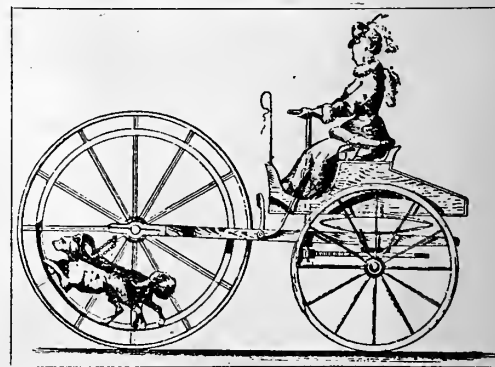
QUEER AND QUAINT VELOCIPEDES.



Number 1.



Number 2.



Number 3.

Peculiar Patents.*

Queer Concepts of Inventors regarding the Velocipede.

NUMBER ONE.

A STUDY of the records of the Patent Office is at once instructive and amusing. Instructive, because they show the steps which have led up to the improved machinery and devices of the present day, and amusing because they give one an idea of how wide of the mark many men go in aiming at an idea which they intend shall benefit mankind. Where there is one success there are twenty failures, and these failures generally represent no portion of the evolution of the perfect thing the inventors were striving for, and which we see in its perfect form to-day, arrived at by a different road. The ordinary comic almanac does not contain so much food for merriment as may be found in

* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.

the records of the Patent Office, by one who, interested in the evolution of the bicycle, seeks to discover the process of its development from the earliest form. Hundreds, aye thousands, of patents can be found, which have been issued to those who have thought themselves possessed of an idea which should give to the world a successful manumotive or pedomotive machine. The whole resolves itself into a huge bundle of chaff, in which there is but a few grains of wheat. The queer conceits of those who have contributed to the records it is our purpose to treat of in these papers. It must be remembered that these are not the random ideas of eccentric individuals caught up for one moment, to be dismissed in the next, but they are the result of sober and serious thought on the part of men who have been willing to go to a large expense to secure the exclusive right to inventions upon which they have pinned their faith. And yet, while we laugh at the strange conceits, it must be apparent to us that behind every one is

the record of failure, and the consequent shattered hopes of many a worthy but mistaken man. We shall in this and subsequent articles give our readers an idea of what goes through the hands of Uncle Sam's servants, and while we promise them no end of amusement, we hope the value of the articles will not depend upon this alone.

Since the first patent on carriages, in the English language, was issued to Edward Knappe, in 1625, there have been many efforts to overcome friction, and to give to mankind a mode of conveyance which should be free from the enforced use of beasts and such expensive luxuries, and depend upon his unaided power for propulsion. As this patent to Mr. Knappe is a curiosity in its way, we reproduce below the wording of the document as issued.

Improvements in carriages, consisting in "Divers newe wayes and meanes by which coaches, carriages, cart and other carriages may be made to last and continue longer, to goe with more ease to the par-

ties that shall use them, and the beasts that shall draw them, and be kept and maintained with less charge than such like have heretofore been in the ordinary coaches formerly used, that is to say by making the axletrees of iron, brass, or steel, either of one length fixed to the one wheel and boxed in the other, or of two lengths fixed severally in either wheel, and boxed under the body of the carriage, whereby all charge of clowting will be saved, and the wheels and axletrees to be so placed and contrived as in an instant of time the wheels may be shifted together where the narrowness of the way shall require it without any danger, or to be enlarged and set wider as shall be most safe and easy for the passenger, and with a device whereby the coachman, without coming from his box shall in any descent of grounds keep the hinder wheels from turning so as the carriage shall go down hill with no more hurt or danger to the passengers or horses than in plain ground, as also by hanging the body of the coach or car to the carriages by two springs of steel before & two behind, for the more ease of the traveller, and saving the daily charge of greasing the axle in steed thereof."

This is very quaint and crude, in these days of light and ingenious machines for getting over the country, and we intend no disrespect to Mr. Knappe in publishing his plans for "the more ease of the traveller," and the saving of grease. At that time it was no doubt worth the large sum of money required by the king for "the sole right to enjoy the secret waives and means not heretofore used within any of our dominions." But it is not our purpose to go to England in our researches, for we can get ample material for these papers in our own country. The cut numbered 1 is not given that numeral with any idea of sarcasm. It might be inferred that we used the bird as a type of the inventors whose machines we are to show, but such was not our purpose. A patent on this machine was issued to C. R. M. Pöhlé, 30 June, 1874. The rider sits astride the goose with his feet braced against the foot-rest, shown at the rim of the forward wheel. He grasps handles which are attached to the neck of the goose at the small circle shown near the head. In this position he gives a rocking motion to the bird, and this motion is conveyed to and turns the crank on the forward wheel by means of a pitman rod running between the crank and the lower part of the bird's body. We will let wheelmen figure out the amount of speed one could get out of such a machine.

Cut No. 2 shows a flier. The patent was granted to W. C. Moores, 10 May, 1864. The rider sits at his ease, and is able to fly over the road undisturbed in the perusal of his newspaper, for the machine does not seem to require either steering or braking, and it has no steerer nor brake. It will readily be seen that the levers against which he is pressing his feet, communicate the power

to the toothed wheel by means of a pawl. As the foot is pressed forward, the rider moves the wheel as far as five teeth will carry it, and in about ten kicks he can get one revolution of the toothed wheel. The motion is conveyed to the wheels on the ground by the cord, but we do not learn how the cord is to be prevented from slipping. The inventor was a firm believer in gearing down.

Cut No. 3 represents a machine for which a patent was granted to F. H. C. Meigs, in November, 1870. It is evidently a lady's machine, and we doubt if it would weigh over three hundred pounds. The cut shows it to be dependent on dog power for its propulsion, and the lady has nothing to do but steer, though the whip hints at her resources for increasing speed. We think this must have been the first handle-bar steering tricycle, and those who claim that honor for the Greyhound will find themselves confounded by this cut. Might not some enterprising manufacturer get the bottom patent for the handle-bar device by purchasing this. It has two years to run, we think. We are at a loss to know why the inventor did not dispense with the front wheel and hitch his dogs to the cart behind, but we are very glad to know that so far back as 1870 a man built a handle-bar steerer that a lady could ride.

From a Feminine Point of View.

OH dear! Mr. Editor, will you never cease calling for copy? And will you never clearly understand that I need an inspiration in order to supply your demands? The riding season is over, the cycle is laid regretfully aside, and I fear my ideas call for a prolonged vacation. In the active season there was no lack of inspiration. Every ride gave me an idea, and thoughts came unbidden to give me material for your columns. Now it is different. I cudgel my brain for ideas, and they come not. An old friend of mine who was a conversationalist of rare power, used to tell me that the secret of his success was in talking of the thing uppermost in his mind regardless of its relevancy to the situation in which he was placed. If I were to take a leaf from his book, I should most certainly write of the ball-room at this time, for I am sitting at my desk haunted by the memory of last evening's dissipation, which took the form of a grand ball.

AND why not broaden my sphere? Is it not unjust for one to think that wheelmen think only of cycles and cycling? And will it not give them relief from a dreadful monotony if "Daisie" draws them away from the uniform topic which your news, editorials, and communications treat of?

You remember the old story of the man who, after a long grace before meat, the tenor of which was, "The Lord make us thankful for what we are about to re-

ceive," lifted the covers and groutily said, "Cold mutton again!" There is nothing in the story to show that he did not like cold mutton, but from the word "again" we can safely infer that while he did not dislike the food *per se*, he did think he had had too much of it. And so I am inclined to think that perhaps your readers, after perusing your very wise editorials on cycling topics, and your interesting letters from correspondents about the size of wheels and the rules of the race course, may pause before my modest contribution to your journal, and say, "Cold mutton again!"

EVER since the days when David danced before the Lord there have been dancing men and women, but it is only since the era of the round dances that personages of marked skill in this form of exercise have become an important element of modern society. And now that the season of ball and hop and *soirée dansante* has come again, a brief inquiry into the manners and customs of these saltatory atoms of the body sociale may be timely.

THE various forms of what an ancient relative of mine in the rural districts calls "the capering hug," are now so firmly fixed among us that it is difficult to realize that it is scarcely forty years since this style of terpsichorean performance was introduced into this country, though it is more than fifty since, in England, Byron apostrophized the first parent of all subsequent gallops, redowas, schottisches and mazurkas:—

"Imperial waltz! imported from the Rhine
(Famed for thy growth of pedigree and wine),
Long be thine import from all duty free,
And hock itself be less esteemed than thee."

THE system of furnishing dancing men to order was instituted, I believe, by the famous sexton of Grace Church in New York, and "Mr. Brown's young men" were eagerly sought by the promoters of social events. The "only Brown" undertook to supply the demand for young men who could waltz "divinely," on the same principle in which stolen goods are returned,—no questions asked. He pledged himself to produce for any given ball or party a given number of good-looking, decently-behaved, and well-dressed young fellows, who should be unexceptionable dancers, and who should be good for this night only, to be seen no more after the ball was over, and their services no longer needed.

THIS went on for some time, the young men making their appearance when ordered, dancing dutifully with the girls all the evening, and not expecting to be recognized the next day, which was all very well so long as this prosaic plan was rigidly adhered to; but unluckily for its

success, some of these deserving young men were good-looking. Soft-hearted girls, after flirting with a partner all the evening, were not so ready to cut him next morning, and thus it happened that one of New York's fairest daughters actually bestowed her affections on one of "Mr. Brown's young men."

THE horrified parents of the romantic young lady made inquiries concerning the object of her attachment, and discovered that he was the handsome apprentice of a fashionable tailor.

FROM this period the original form of the institution fell into disrepute, but it was not altogether given up, and at the summer resorts it exists to-day. In a confidential mood, one evening, at a noted summer resort in New England, the young man who had been my partner for a waltz, unfolded a tale that gave me no little surprise. He assured me that it was a common practice for hotel-keepers to make large reductions in the board bill of good dancers, and that in several marked cases no charge for accommodation was made. "If this were not done," said he, "the prime attractions of the hotel for the young ladies would be gone. The hotel that cannot give the girls good partners, will not be popular." He confessed to me that he could not afford to live at the hotel and pay regular rates; but, said he, "I have agreed to dance every evening, and I am charged only one quarter price."

I HAVE been reminded of this little episode time and again, when I have read articles in the cycling press regarding the payment of racing men by manufacturers, and I have wondered if a league of amateur dancers would not have a fine field of operation in treating with the landlords' amateurs.

BUT I can well believe that only at the summer resorts is this practice in use. Good society is no longer dependent upon paid dancing men. The average society man of to-day regards dancing as one of the necessary accomplishments.

"BROWN'S young men" (shall I say, the makers' amateurs, too?) are to the dancing men one meets in society at the present day what a temporary structure of graceful outlines, with no reliability, is to the solid establishment that finally takes its place, useful in its day and generation, and giving an opportunity for the building up of that which is to supersede it. DAISIE.

The Grand International Record Race Meeting of 1886,

To be held at Blankville, N. W., on the 32d, 33d, and 34th of Stober, 1886,

under the auspices of the L. P. A. and N. M. A. and N. O. A. A. A. Special features! Imported at enormous expense! The only time-keeper in the world! with a "genuine" imported watch, warranted to register seventy seconds to the minute! The watch with the "Kew-rious" certificate chained to it! The same watch used when the "Genuine" Humbert machine broke all the U. N. C. records! Also a real "English" editor, wearing the Coventry "ring" on his big finger! This gentleman has kindly, for a small consideration, consented to bring over a few rare "English Amateurs," each stamped with the U. N. C. certificate of "genuine amateur"! These "amateurs," coming under sealed orders from their employers, will not know which races they can win until these letters of instruction are read to them on the track prior to the race!

It might be mentioned incidentally that the prizes offered amount to about seventy thousand dollars, the first prize in the great "genuine amateur" scratch race being ten thousand cash in gold, and five thousand added if 2.26 be beaten!

No amateur will be allowed to enter unless he can show a *bona fide* contract with some responsible firm of manufacturers, agreeing to pay him his salary and expenses in a "friendly" way! And no entry will be received from an "Amateur," who is under a salary, unless the salary is big enough to allow him to tell his friends "that his uncle has just died and left him a pot of money."

In the case of "gentlemen amateurs," who have passed the weary winter hours in playing "polo" with professional baseball players, no proof of "amateur" standing, other than the result of the games played, will be demanded! Or if a gentleman can prove, by reliable cash entries in his journal, that he has kept "the wolf" from the door by selling his medals, etc., to some good jeweller, he need have no fear of his entry being rejected!

The races will be divided into "class" races and "record" races, and all contestants with a record of 2.35 will be expected to enter and ride in the 3.10 class, in order to show the dear public what an easy thing it is for the handicapper to estimate their ability from what little he can find out about them! This gentleman, called by courtesy the "handicapper," is the only really appreciated man who has any connection with the races, and his life is one of constant joy and bliss, so, for this reason, please deal gently with him! In his unkind efforts to keep your races from becoming a constant succession of "puddings," he may hurt your feelings, but do not complain! He will get his reward, never fear! He will not mind being called a "duffer" in the cycling papers, and any little black-guard insinuations you can throw out concerning him will be duly appreciated! He may protest, but no one pays any attention to him, so you need not!

No contestant will need to wear a number! The great and only "time-keeper"

will not need any details of that kind to assist him in determining the positions at the finish!

It used to be customary to have a number of judges, but all such detail work has been done away with as hindering the "time-keeper" in the discharge of his otherwise simple duties!

Contestants will try to start as soon as the "time-keeper" touches the spring of his "genuine English" watch, and if by any chance he should touch the spring before the contestants have finished the race, the winner will be declared to be the man who was ahead at the time the spring was touched!

All disputes on this and any other subjects, will be decided by the "time-keeper." In case of rain or wind, the races will be ridden on the "Genuine" "Rumber" Home Trainers, in the large dressing-room under the peanut stand.

The "Record" races will be run on a new and *slightly* original plan, as follows: All the men riding the "Genuine Rumber" machines will ride a race by themselves. The men who ride the "Otherwise Rumber," and the "Budge," the "Quictor," the "Volumbiant," ditto. At the termination of the races, the winner of each race will state what part of the machine he is paid to ride is the best, and these different parts put together shall be called the "RECORD MACHINE," and being advertised as such, perhaps the long-suffering public will be at last enabled to find a machine possessing at least one good quality in the mind of quite a number of racing men. "There is millions in it!"

The track will be a little out of the ordinary, and in order to satisfy everybody that the full distance is being ridden, it can be measured any distance from the pole, which will be of *rubber*. It will be measured all the way from three inches to three feet, so that the U. N. C. and L. M. A. officials can be very easily convinced by the certificate of our surveyor, who is ready, and I may say glad, to swear at anything!

But the greatest departure from the trammelled manners of the past will be in the way of costume! All absurd restrictions as to dress will be done away with, and contestants may ride in any costume they may see fit, the committee simply suggesting that "Diamonds and a smile" will be *en regle*.

Any special rules may be made on the track to suit the peculiarities of the different riders, only we would suggest that each man restrict himself to three new rules, on account of burdening the "Time-keeper's" mind with startling ideas!

He has only one idea at present, and that is that HE IS THE ONLY GREAT AND ONLY . . . Of which more anon-ymously. CHIPRIC.

THE Bay City wheelmen are asking that a portion of the \$50,000 given by Sharon for the Park shall be used to build a cinder track.

THE CHRISTMAS NUMBER OF

THE CYCLIST

THE LEADING ENGLISH WHEEL PAPER.

ILLUSTRATIONS BY GEORGE MOORE,

COMPRISING

Fourteen Full-Page Lithographs,

AND

FORTY-THREE PORTRAITS

OF

TYPICAL RACING CYCLISTS,

TOGETHER WITH

Numerous Smaller Illustrations.

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TOGETHER WITH A

COMIC CALENDAR for 1886

Etc., Etc., Etc., Etc.

THE WHOLE WRITTEN AND ARRANGED BY

THE AUTHORS OF "OUR CAMP."

The Above is Now Ready. Order of the American Publishers,

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8 Pemberton Square - - BOSTON, MASS.



THE GREAT S — OR A JOURNEY THROUGH CYCLONIA.

THE SPRINGFIELD WHEELMEN'S GAZETTE

A JOURNAL OF CYCLING. PUBLISHED WEEKLY.

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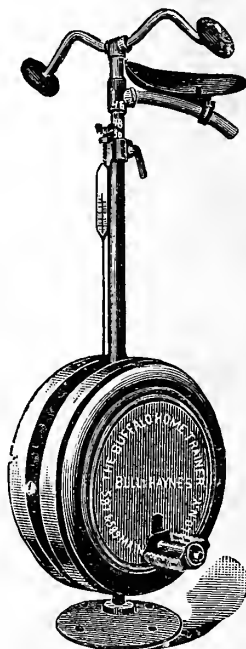
THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIOUS. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

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STATES; LIBERAL PREMIUMS GIVEN

RECORDS!



JOHN S. PRINCE, at St. Louis, Nov. 14. — 50-Mile Bicycle, **2.53.54.**

S. G. WHITTAKER, at St. Louis, Nov. 20. — 10-Mile Tricycle, **32.56½.**

THOMAS W. ECK, at St. Louis, Nov. 19. — 10-Mile Professional Tricycle, **35.32½.**

The above Records, made by "Good Men upon Good 'Cycles," are the practical results of a Thorough Training on the

BUFFALO HOME TRAINER.

GENTLEMEN:—I have been training John S. Prince, the Champion of America, Stillman G. Whittaker, and myself, getting in condition to break Records. I have given the BUFFALO HOME TRAINER a thorough trial in connection with our regular training on the track, taking exercise on it from one to five miles, which I find improves the quick pedaling faculties and lung power. Owing to the cold weather (it is impossible to get up a sweat on any out-door track) we have been taking our sweats daily on the Home Trainer. We have come to the conclusion that we could not get along without one. The work done by Messrs. Prince, Whittaker, and myself in lowering records the last ten days, shows conclusively that the BUFFALO HOME TRAINER has helped greatly in improving our condition and speed.

The following records have been made since using your Trainer: 50-mile bicycle, 2.53.54; Best Record in America, by John S. Prince. Ten-mile Amateur Tricycle, 32.56 2.5; by S. G. Whittaker, and the 10-mile Professional Tricycle, 35.22 2.5, American Record, by T. W. Eck. Yours respectfully,

ST. LOUIS, Nov. 21, 1885.

T. W. ECK, *Champion of Canada.*

THE BUFFALO HOME TRAINER, with Alarm Cyclometer, \$30.00.

BULL & BOWEN, 587 & 589 Main St., Buffalo, N. Y.

The Coventry Machinists' Co.'s New Tricycle for 1886.

— THE —

"MARLBORO' CLUB."

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

CURRENTE CALAMO

Lines With a Moral.

(For those people who, at the end of a five-mile run, without a dismount, remark carelessly, "That's the first time I ever rode!")

I WAS rambling thro' an attic
On a stormy, chilly day,
Looking over heaps of rubbish,—
Odds and ends here stowed away,—
When from out a darkened corner
Came a bright gleam on my sight,
As the North Star, quick unveiling,
Guides the traveller on by night.

So it led me to its hiding;
And to see what it was like,
I with effort bro't it forward,
And—behold it was a "bike"!
Hal ha! ha! I laughed with pleasure,
Rubbed my hands in merry glee;
No, you don't, my good friend Charley,
Hold your breath,—just wait and see!

Eight o'clock on a frosty morning
On last month you might have seen
Crowds of wheelmen on the sidewalk;
Some against the fences lean,
As they laugh, and jest, and banter
At an object on the stair;
Poor old "bike" and poor old Charley,
They will make a sorry pair.

When the Cap. the bell shall answer,
And observe the old "Mersheen,"
There will be a breaking-upness
As he thinks "what might have been";
There is no e cape, and Charley
Gives his word to "put her through";
On which terms we "reinstated" him.

(Waiter:)

CHICKEN SALADS, — 3:1
CLIF. S. WADY.

30 Nov. 1885.

SEND for the S.

It will pay you.

THE Christmas number will give you two dollars worth of good reading for fifty cents.

WE shall have a supply of *Wheeling Annual*, too. Send fifty cents for it.

CYCLISTS are full of schemes. An English wheelman proposes a winter excursion to Holland for a run on the frozen canals, and another wants to go on a long distance tour on the Great Canal of Russia, 4,772 miles long, so as to reach the Chinese frontier before Thomas Stevens gets there.

CHAS. BEIDERMAN, of San Francisco, intends to attend the next League Meet, and it is claimed that he will be the first Californian who has ever done so.

It is told "in the yard" at Harvard, that President Eliot has received a letter of inquiry from a young man in Nebraska, who wishes to know the correct pronunciation of the word bicycle. There is some feeling in regard to the matter among the students, the strict academics clinging to "sickle," and the advanced athletes are firm for "cycle."

A PRINCETON collegian was recently fined \$5.00 for riding his wheel on the sidewalk.

By a mail vote of the board of officers, Massachusetts Division, L. A. W., it has been decided that the invitation extended by the Massachusetts Bicycle Club, to the Massachusetts division, requesting that the next league meet be held in Boston, be accepted. By a majority of votes cast the demand seems to be for a three days' meet to be held 27, 28, and 29 May.

FOLLOWING are the members of the Taunton Bicycle Club who have wheeled 1,000 miles or more for the season ending 1 December: Captain W. C. Williams, first lieutenant G. R. Williams, 1,600 miles; second lieutenant William Pen'dleton, and bugler J. Hardy, 1,000 miles.

A STORY comes from St. Louis to the effect that a certain young man of that city has used his bicycle in a way which suggests limitless possibilities for the cyclist. A rival engaged the wheelman's dulcinea for a drive, and unluckily let his prospective triumph reach the ears of the other lover, who jumping on his faithful machine followed behind the carriage, which was an open vehicle. The fellow in the carriage with the girl, seeing his adversary silently rolling behind, whipped up his horse, but could not shake off his silent pursuer, until, in despair, he left the highway and took a rough side road. But the wheelman was an expert, and kept right up with the couple, spoiling all the romance of the ride. At last the ride was given up in disgust, and the horse's head was turned homeward.

SPRINGFIELD has decided to let our English visitors have their beer next fall.

AN excited Englishman, after seeing Canary: "D'ye 'ear; now double yerself up and ride yerself 'ome."

A MEETING of Rhode Island wheelmen was held in Pawtucket, 9 December, for the purpose of organizing the Rhode Island Division League of American Wheelmen. Representatives from various parts of the State were present. Chief Consul Dr. J. A. Chase was elected chief officer; H. L. Perkins was elected secretary and treasurer. The division starts out with a membership of 33, with a prospect of increasing the number to at least 100 by spring.

OUR English friends object to the Springfield meet, because there is so much business in it. The N. C. U. bows to the business idea in running its championships, and the receipts go far towards paying the expenses of that institution. The only meetings that are run for pure love are the road races. In these a deal of money goes out, but there is no return.

A CORRESPONDENT writes: "Can you give me any information regarding the island of Nassau of the Bahama group? Do the roads on the island admit of good or fair wheeling? A party will spend the

winter there, and propose taking their wheels if the roads are in condition for the sport." Can any of our readers give the information?

A DENVER rider has made a mile in 2.37½. The track was 200 feet short.

THE Chicago Club talks of a grand winter meeting on 22 February.

MR. JNO. W. BELL, recently suspended from the Owl Club, of Chicago, has been reinstated as a member. He disapproved the charges preferred against him.

THE *London Illustrated Sports* publishes an article on "The Decline of Cycling." The writer, after dwelling at length on the causes of the decline, suggests that the C. T. C. hold an annual tour, on the plan of the Big Four. He is of the opinion that it would do much towards arousing a new interest in the sport.

THE athleticism of these times is not always conducive to the smooth running of the household. "I must hurry home," said Mrs. De Peyster to Mrs. De Joghns, the other morning. "Reginald has been riding his bicycle again." "Indeed, and did he break a record?" "Oh, no, but he broke his other leg. He has only one whole limb now, and that is the middle finger on his left hand."

THE steam bicycle will be taken to England next year.

THE statement that *Outing* has been sold, and will be transferred to New York, is premature. Negotiations are pending for the purchase of the magazine by Mr. Poultney Bigelow, of New York, but nothing conclusive has been arrived at. Mr. Bigelow was formerly a writer on the New York *Herald*, and there will be associated with him such men as Theodore Roosevelt, of New York, and Mr. Cleve Dodge. A new company will be organized, called the Outing Company. The offices will be at 120 Nassau street. Outing was started in Albany, by Mr. William B. Howland, and in 1883 was consolidated with the *Wheelman* magazine, of Boston, and has since been published here by the Wheelman Company, under the name of *Outing* and the *Wheelman*, until last April, when the original name was restored.

THE Pope Manufacturing Company has issued a block calendar for 1886, which will be useful as well as ornamental on the merchant's desk. A large illuminated card shows wheelmen on the road, a large figure a wheel clad in the League uniform, and a lady on a tricycle. A leaf is torn off each day, and in addition to day and date, there will be something interesting for the cyclist on every leaf.

THE Ohio L. A. W. Division had its annual meeting at Masillon, 7 and 8 December. The only business transacted which it was decided to make public was that important changes were decided upon in the handbook of rules, etc., and the selection of Canton as the place for

holding the next State meeting, to be held the first week in September.

WONDER if Corey will ride that tandem up Corey Hill. What does a bachelor want of a double?

THE result of a protracted inquiry leads us to believe that the arrangements at Springfield, although, according to insular ideas, somewhat faulty, were at any rate *bona fide*, and while one is reassured but little by the recent creation of fresh records by men who failed to hold their own with the British contingent, we withdraw the doubts we expressed a month or two since, at any rate as far as Springfield is concerned. — *C. T. C. Gazette*.

Will Mr. Shipton be more explicit, and tell us in what respect the arrangements were "somewhat faulty"? The only criticisms that have been made were to the effect that the previous records of the men did not warrant the times made. We think this theory has been upset, but it has not been shown that the arrangements were faulty. Will Mr. Shipton point out the faults?

LAST Sunday forenoon was perfect for cycling. Seldom do we have so good a day at this season. The rain of the afternoon put a different complexion on affairs.

R. HALLAM, of Hobart, Australia, has taken the road record for a hundred miles in that country, having made the distance in 9.9.

WE get a good many choice expressions from England. The *News* gives us the last, when it says that the friends of Howell, who were informed of his intended nuptials, were "in the know."

J. A. R. UNDERWOOD has made arrangements to handle the Rover in America.

THE success of "Our Camp" insures a great treat in the coming 'Xmas *Cyclist*.

JO PENNELL has been talking to the Society of Cyclists, in London, and telling them about the journey which he took with his wife from Calais *via* Paris to Geneva, last September. Jo is getting up quite a reputation as a dry humorist. When we say "dry," we refer to the humor.

THE *Southern Cyclist* apologizes for its late appearance, and for errors in its columns, and says: "the darned printer was drunk." There's frankness for you!

A MEMPHIS rider claims the record for the State, with a total of 2,056½ miles to 1 December.

LLOYD BROS. announce their Quadrant tandem. It runs on three wheels, has bicycle steering or side steering, and is similar to the special machine built for the American visitors, last summer.

As we shall be unable to use Kron's book for a Christmas present, we shall hope to use it for a valentine.

REV. H. F. FULLER, of Chicago, is spending the winter at Nassau, N. P.

RICHARD HOWELL was married at Leicester, Wednesday, 2 December. The *News* says: "At St. Margaret's Church, Leicester, he took to the altar Miss Clara Heeley, niece of Mr. W. Atkins, of the Red Cow Hotel, Belgrave Gate. The time fixed for the happy event to take place had been kept pretty close; in fact, only a few of the champion's more intimate friends were at all in the know. The finest turnout that the town could produce was brought into requisition for the conveyance of the party from the Red Cow Hotel to the church, a distance of under a mile. Reuben Chambers, of Birmingham, officiated as best man, and the bride, who was beautifully attired in a dress of cream-colored satin, was accompanied by two bridesmaids, Miss Caroline and Miss Minnie Turner. In the absence of the vicar, the Rev. Mr. Giles conducted the ceremony, which appeared to be unusually lengthy. Upon leaving the church the newly-married pair were literally smothered with rice; in fact, had it not been for the police, they would have experienced considerable difficulty in getting to the carriage. The party returned to the Red Cow Hotel, where the wedding breakfast was served up, and in the evening a number of the champion's friends and acquaintances were entertained at dinner at the same hostelry. Upon all sides wishes for the future welfare and happiness of Mr. and Mrs. Howell have been freely expressed, and the fact affords proof, if any were needed, of the champion's popularity in Leicester. Among the presents received by Howell is a stationery and ink cabinet, accompanied by the following: "Presented to R. Howell by the Directors of the Leicestershire Cricket Ground Company, on the occasion of his marriage. Wishing him much happiness. Dec. 2, 1885." It might be added that the champion has taken up his quarters on the Melton Road, and intends settling down in Leicester."

THE *News* of 4 December has a fine portrait of Percy Funnivall.

After 1 January the *Bulletin* will publish renewals as well as applications for membership in the L. A. W.

A NORTH LONDON subscriber writes: "Knowing that many have a difficulty about freedom at the knee-joints, I should like to make known the plan I have adopted for some years with perfect comfort, viz. narrow *worsted* braid sewn *outside* my flannel drawers at the sides above the knees, and *inside* my stockings below the knees at the sides. I tuck the ends of the drawers into the stockings and tie together the free ends of the braid, and so form semi-elastic suspenders to the stockings, which keep them tidy without stretching them too tightly, and allow perfect freedom for the play of the knees. The knickers have no bottom fastenings, but are similar to trousers cut off below the knees. The drawers are cut

after the same style, but narrowed at the bottoms for tucking in, and supported above the hips by a *worsted* semi-elastic braid running through a hem, and tied in front, as I never wear braces." — *C. T. C. Gazette*.

WHEEL CLUB DOINGS

THE annual tournament of the Cleveland Bicycle Club will be held 19, 20, 21 August, 1886, details of which will be published later.

FLORENCE, MASS. — Alternate snows and rains, and freezing and thawing, have rendered the roads here unfit for riding, and the Florence Club have taken largely to other amusements. There are several tournaments in games progressing at their rooms, and next Friday they give their first social dance in the hall connected with their rooms. This will probably be one of a series of entertainments they propose having. A progressive euchre party is talked of.

BROOKLYN, N. Y. — At the annual meeting of the Ilderan Bicycle Club, of Brooklyn, N. Y., held 21 Nov., 1885, the following officers were elected to serve for the ensuing year: —

President, Howard Greenman; vice-president, W. G. Chandler; captain, J. Barton Cruickshank; first lieutenant, W. J. Savoye; second lieutenant, L. L. Hayes; secretary, H. C. Mettler, 75 Astor House, N. Y.; treasurer, Wm. Bailey; right guide, Harry H. Farr; left guide, Stowe Phelps; bugler, L. J. Ostrander; club committee, A. E. Letson and C. Scheibler; color-bearer, E. C. Carshaw.

The anniversary of our organization was celebrated by adopting a new constitution and by-laws, and by voting to become a League club.

WESTFIELD, N. J. — Bellerophon wheelmen organized 2 December, 1885. President, Fred A. Kinch, Jr.; secretary and treasurer, Frank S. Miller; captain, Arthur N. Pierson.

THE headquarters of the Roxbury contingent of the Massachusetts Bicycle Club has been removed to the Hotel Warren, on Warren street.

At the meeting of the Wakefield Club, Monday, it was voted to accept the offer of new rooms, if satisfactory arrangements can be made. The club will give a minstrel entertainment and dance at an early date.

THE Somerville Cycle Club's ball, at Winter Hill, 10 December, was a very successful affair. Fifty couples, including representatives from Charlestown, Boston, and other clubs were present. During the evening Capt. H. S. Worthen, who is about to leave for California, was presented with an elegant gold ring by the club.

At a business meeting of the Chicago Bicycle Club, held 8 December, the Æolus Bicycle Club was admitted to membership, thus giving the Chicago fifteen new members. Clubrooms will be en-

WE DON'T KNOW

What the "other fellow" has to SAY this week.

WE DO KNOW

What WE can prove, and it is that the

INVINCIBLE IS STILL THE BEST

TRICYCLE IN THE MARKET FOR EASE, COMFORT AND SPEED.

EVERY STYLE OF THE INVINCIBLE IS PERFECTLY ADAPTED TO LADIES' USE, EXCEPT THE HUMBER PATTERN ROADSTER.

SEND FOR CATALOGUE.

GEO. D. CIDEON, 1539 Race St., Philadelphia, Pa.

gaged on West Madison street, near Ogden avenue, for the benefit of the riders of the West Side, and it is expected that the absorption of the Æolus Club by the Chicagos will create a boom in bicycle riding on the West Side.

THE Pennsylvania Bicycle Club held their annual meeting for election of officers, Thursday, 3 December. The following were elected to serve during 1886: President, Isaac Elwell; vice-president, Charles H. Harvey; secretary, Samuel Chesney; assistant secretary, W. S. Harper; treasurer, Fred A. Brown.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

Canadian Division.—APPLICATION blanks can be obtained by forwarding a stamped addressed envelope to the Canadian chief consul, Horace S. Tibbs, 26 Union avenue, Montreal.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Mrs. M. A. Stall, Brighton, Mass.; Richard Robe, 89 Elm street, Albany, N. Y.; W. B. Moore, 154 Livingston avenue, Albany, N. Y.; W. C. Hichox, 52 State street, Albany, N. Y.; H. E. Hawley, 39 North Pearl street, Albany, N. Y.; J. H. Groot, 39 North Pearl street, Albany, N. Y.; Frank S. Miller, Westfield, N. J.; Chas. E. Wilson, 242 River street, Troy, N. Y.

APPOINTMENTS.—Consul for Des Moines, Iowa, Jno. R. Clark, 202 Fifth street, Des Moines, Ia.; headquarters for Westfield, N. J., the Westfield House.

TO CORRESPONDENTS

W. L. C., Pittsburg. We don't know. Have inserted query, and will let you know. Rev. H. F. Fuller, of Chicago, is now there. Write him.

E. A. C. We are living in hope. We have promises, and think they will be kept.

A. T. L. Photo received. Thanks. Ours was a failure. Shall try again.

F. M., Albany. It is impossible for a maker to know what size balls to send. In filling a bearing, each ball is measured and they go in all of a size. Your balls were probably worn and the new ones were full size. Better send all your balls and let maker match them, or else get a complete new set. A variation in size that you cannot detect, will make the bearing run hard. Loosen spokes and knock the bearing off. 'T will take a good smart blow.

N. H. The New Hampshire division was the first formed, and will have the right of line. We think the Rockingham Club, of Portsmouth, will be first in the parade.

ALASKAN. The idea is a good one, and we will set on foot a movement to carry it out.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 54-inch full nickel Expert bicycle; bent handles; swing spring; first-class condition. Address, W. A. NYE, Auburn, N. Y.

FOR SALE.—One 53-inch Apollo Light Roadster, just as good as new; has not been run over twenty miles; cost new, \$143.75; \$95 cash will buy it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One Victor tricycle, 1884 pattern; in excellent order; has two headlights, and has only been run about 200 miles; \$80 cash will buy it if ordered at once. AMERICAN BICYCLE COMPANY, Springfield, Mass.

BICYCLES AND TRICYCLES AT BARGAINS. Now is the time to invest. The largest stock in Boston. Agents and Rinks supplied. Send stamp, stating size, make, and approximate price of wheel wanted. BUTMAN & CO., 74 Tremont St.

WANTED.—A CRANK BICYCLE about 52 in., or a Star. Must be a bargain for this season, address A. BRADBURY, Box 2,486, Boston, Mass.

FOR SALE.—Victor Tricycle, 1883 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES.—Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

Bicycles and Tricycles.

New at Second-Hand Prices. Also Youths' and Children's machines for holiday gifts, very low. If you want first-class repairing-done or parts for repairs, send to

MURRAY'S, 100 Sudbury St., RIDING SCHOOL.

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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 25 DEC., 1885.

THE N. C. U. held a meeting on the 10th of December, at which two important questions were to be discussed. Henry Sturmey was to introduce a motion to the effect that, "the Records Committee be instructed to accept no records accomplished on Sunday, except over John O'Groats, or longer course." As that particular clause in our racing rules has been laughed at by the Englishmen, and branded as a relic of puritanism, we shall be interested to learn the fate of the motion. One other motion comes from Mr. Hogg; it is, "That the position of amateurism calls for the abolition of the distinctions between professionals and amateurs, so as to admit of all riders competing either for special or money prizes."

THE N. C. U. decided not to accept records made on Sunday. Mr. Hogg's proposition to do away with the amateur law was withdrawn.

From a Feminine Point of View.

THERE'S a song in the air, there's a star in the sky,
There's a mother's deep prayer and a baby's low cry;
And the star rains its fire while the beautiful sing,
For the manger of Bethlehem cradles a King.

THIS is the gay Christmas season, and our thoughts must go from the cycle to the Christmas tree.

IN several old-fashioned bits of didactic writing, the reader will remember how an angel is supposed to come down, to be much astonished and scandalized, and to weep copiously at various mortal proceedings. This week we are at our best, and need not fear a visit from the most sensitive or critical of Addison's or Dr. Johnson's supernatural characters. Without any intentional disrespect, we may imagine one of them unacquainted with our religious history, and also with a habit of reasoning by induction. As such a being passed to-day through our crowded streets, and as he encountered there a hundred forms of degradation, — misery in many shapes, passion venting itself in various violent ways, hunger staring from white faces, — he might well ask if the bright scenes shining from opening doorways and illuminated windows were a mockery of human mistake, and all the good wishes tossed from every tongue merely the irony of despair.

FORTUNATELY, no angel of a Baconian turn would come to rash conclusions, or make up his mind without looking a little further. Availing himself of his omnipresent faculty, he might pass from the bleak and bewildering street, into the summer atmosphere of a happy home. The careless laughter of children would greet him at the threshold; within he would encounter a scene of soft enchantment; in the light of the festival lamps, he would see every face beaming with love and contentment; in every tone he would recognize the purest affection of which man is capable; while all the tender amenities of the season would demonstrate that these beings before him were finding their own happiness in the happiness of others.

IT is fortunate for us that there are things which not only prove but approve themselves. What is best in our life is that which is rejected only by the lean and miserable minority. Christmas, of all days in the year, stands in no need of championship, for very few institutions are more thoroughly self sustaining.

OWRINKLED and white-headed philosopher, with the dust of your library upon your garments, and your soul saturated

with all systems from Thales and Pythagoras to Kant or to Comte, do you not wish that you could believe in anybody or in anything as perfectly as the children believe in Santa Claus and his sledge laden with presents and his antlered steeds?

"Lo! now is come our joyfulest feast,
Let every man be jolly;
Each room with ivy leaves is drest,
And every post with holly.
Now, all our neighbors' chimneys smoke,
And Christmas blocks are burning,
Their ovens they with bak'd meats choke,
And all their spits are turning."

I AM not a little interested in the description which a "Lady Rider" sent you of the machine she has been riding. I notice that it lacks the handle-bar steering, and I have been led to believe that to be by far the best. I wish she might have been more explicit and described the "lever steering," for I have no idea what it can be like. I would like to ask her, or any lady rider who has had experience with the handle-bar steering, to give us the benefit of it. It is open to objection in that it makes mounting difficult. Has it advantages over side steering that counteract this disadvantage?

I WOULD like to know also if any lady has used the ladies' weight cloth provided by the League outfitters. It seems to me a desirable color, and it ought to wear well. Has any lady tried it?

DAISIE.

Big Four Tour for 1886.

THE Big Four has under contemplation the following route for its 1886 pilgrimage: Niagara Falls to Rochester, N. Y.; thence through central New York, via Canandaigua and Watkins Glen, to Elmira; thence down through the Lehigh Valley to Philadelphia; from Philadelphia over the Lancaster pike to Lancaster, Pa.; thence to Gettysburg, Pa.; from Gettysburg to Harper's Ferry, and thence down through the Shenandoah Valley, via Luray and Staunton, to the Natural Bridge Virginia; thence to Richmond and Norfolk, taking steamer for New York. A proposition is on foot to wind up the tour at Springfield, by taking sound steamer for New Haven, thence wheeling through Connecticut, stopping at Hartford, to Springfield, in time to take in the tournament. The Springfield tournament will be a leading feature of next year, and many wheelmen from all over the country will desire to witness it. The Big Four tour will furnish an excellent means of getting there.

THE bicycle has beaten the telegraph, in England. As soon as the result of the poll for the Epsom division of Surrey was declared, John Keen, the ex-champion, mounted his bicycle at Epsom and rode to the conservative headquarters at Long Ditton, a distance of nearly six miles, along heavy roads, and announced the numbers polled a minute before the telegram arrived.



Reproduced from Bicycling News.

WHICH?

Uniform or Dress Suit in the Ball Room.

Massachusetts Club Carnival.

THE mid-winter carnival of the Massachusetts Bicycle Club was eminently successful, for it drew some 3,000 or more spectators who were given a varied and pleasing entertainment. The great halls of the Mechanics Fair building were none too large to accommodate the crowd. Representatives were present from nearly every club in Boston and surrounding towns. About 200 came in fancy costumes, half as many more appeared in their club uniforms, and the rest came in evening dress or ordinary clothing. A large number of Boston Club members were present, but they took no active part in the festivities. The Cambridge Bicycle Club was represented by a delegation of about thirty, all wearing the club uniform of steel gray. The Springfield Club was represented by President Ducker, Prof. P. H. Riley, and several others. Mr. Hazlett looked after the interests of the Rockingham Club, of Portsmouth, and a number of other clubs were represented from a distance. Providence sent a large delegation in uniform.

It was eight o'clock when the parade started, and headed by the Dahlgren

Drum Corps, moved towards the large hall. Lieut. Peck rode at the head of the procession, arrayed in a taking costume, representing a champion and his medals. The medals were about all that was to be seen in the way of covering to his torso, for they occupied every available spot. Upon his head he wore a helmet of a metal like that of his medals, and a huge sash across his breast, upon which was inscribed the word "Champion." Inside his wheel and attached to the axle was a revolving three-winged device like that on the League badge. Behind Lieut. Peck came Capt. Shillaber, in a Santa Claus costume, and driving before him, with red ribbon reins, the Wilnot double riders. Then came President Williams, in the costume of a prince of the Middle Ages, and by his side rode President Ducker. He represented Prince Carnival, and most gorgeously was he arrayed. A fine character costume was that of Mr. C. H. Davis, on a three-wheeled velocipede, as Poor Joe, bearing the sign "Moving on." One of the richest costumes seen on the floor was that of the Golden Prince, Mr. Bert M. Thayer, of Chelsea. Mr. E. H. Foote well displayed the ingenuity

of "Brother Jonathan," by a contrivance attached to his handle bar, which by a spool running on the tire set in motion revolving arms carrying flags. The Newton Club rode Rudge Safeties, and represented a fox hunt. The riders were made up in Irish style, wearing striped overalls, while the master of the hounds wore the red coat and carried a whip. Mr. John T. Williams was conspicuous in a superb make-up as Mercury, while Mr. Lawrence Land as a ballet dancer, riding a Star, side-saddle fashion, afforded the greatest amusement of the evening. Mr. G. F. Walters, as a victim of the memorable lantern parade, presented an appearance that was very suggestive of unpleasant experiences.

A board of seven judges occupied front seats upon the stage, and passed judgment upon the merits of the costumes displayed. It was a difficult duty to perform, and it is not likely that everybody was satisfied. Their decision gave the first prize in the class of most elegant costumes to Bert Thayer, as a Golden Prince, and the second to H. E. Ducker, of Springfield, as Prince Carnival. For the most original and effective, John T. Williams, as Mercury, took the gold

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259 $\frac{3}{4}$ MILES IN 24 HOURS.

L. D. MUNGER, of Detroit, on Nov. 20 and 21, regained the Twenty-Four Hour Record, after three unsuccessful attempts, in each of which he was prevented by rain or by falls. In all four attempts, he rode ONE MACHINE,

A 57 INCH

APOLLO

WEIGHING 34 POUNDS,

Which stood the severe strain without a break. It has been truly said that only the very best material and workmanship could endure this rough treatment. Not a broken backbone or buckled wheel this year.

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WITH DETACHABLE HANDLE BARS, JUST RECEIVED.

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REPAIR SHOP JUST OPENED. ILLUSTRATED CATALOGUES FREE.

medal, and C. H. Davis, as Poor Joe, the silver medal. For the most comical. Lawrence Land, a blushing ballet damsel, took first prize, and G. F. Walters, second, for his make-up as a dilapidated reminiscence of the famous Japanese lantern parade, a few months since.

There were but two ladies in the parade. One of these rode on a tandem tricycle, and the other on a sociable.

The following appeared in costume :—

Pres. Williams.....Henry of Navarre.
Capt. Shillaber.... Santa Claus.
Lieut. Peck.....Champion.
E. W. Pope.....Prince Henry.
H. E. Ducker..... Prince Carnival.
G. T. Mallery.....Jockey.
J. T. Dyer.....Sir Peter Teasel.
C. H. Corken.....Charles I.
A. S. Parsons }
J. F. Maynard } ..Spirit of '76.
Master Parsons }
W. H. M. Bellows..English Grenadier.
Gustave WunderlichGerman.
P. J. Berlo.....Mephistopheles.
Herbert Charnock...Sailor.
A. H. Griffen.....Zulu.
Oscar Lefevre.....Clown.
R. S. Chase.....Peasant.
W. G. Clark.....Red Devil.
F. H. Hathaway....Red Devil.
F. Alcott Pratt....Mephistopheles.
J. A. Kennedy..... }
Miss Annie Gurney } Two of a Kind.
Fred Land.....Clown.
W. S. Slocum.....Courtier.
E. T. Phelan.....Chinaman.
A. F. Webster.....Courtier.
F. S. Temple.....Romeo.
W. A. Rhodes.....Striped Devil.
W. S. Doane.....Striped Devil.
T. F. Salkeld.....Italian Dude.
C. D. Cobb.....Imp.
C. B. White.....Big 4.
C. F. Kimball.....Courtier.
Eben Fish.....Courtier.
F. E. Margot.....Courtier.
Wm. C. Morgan....Ballet Girl.
J. A. McCormack...Chevalier.
J. A. Claffin.....Sun Flower.
F. B. Lawrence... Knight.
R. A. Newell.....Matador.
J. A. Chelius.....Mephistopheles.
W. C. & R. F. StahlDudes.
W. Hall.....Russian.
C. A. Collins.....Skeleton.
H. B. Salkeld.....Courtier.
E. R. Lowe.....Jockey.
Bert M. Thayer....Golden Prince.
R. M. Gay.....Courtier.
F. W. Heymer.....Courtier.
F. A. Hentz.....Pasha.
C. B. Goldthwait...Earl of Leicester.
A. D. Salkeld.....Courtier.
G. H. Green.....Jockey.
W. E. Webber.....Big 4.
Pierre Lallement. Velocipedist.
A. A. Pope, Jr.....Devil.

The Newton Club gave a representation of a fox hunt, in which Arthur W. Porter, as the fox, was given a long start. He was captured by H. M. Saben.

The next event was an excellent bicycle club drill by the following members of

the Brockton City Bicycle Club: G. F. Atwood, captain; A. M. Keith, first lieutenant; G. B. Mason, F. W. F. Demuth, W. O. Raymond, W. B. Mason, W. B. Briggs, D. P. Marshall. The movements were executed very finely, and with a perfection arrived at by no other club. The riders came in for a good share of well-deserved applause. The wheeling was perfect, and the drill typified the poetry of motion to a degree not arrived at in any other form of exhibition.

W. S. Maltby gave an exhibition of fancy riding, in which he showed marked skill. He follows closely after Canary, and does all that the champion does in his exhibitions.

Pierre Lallement on his original velocipede, and Wm. A. Rowe on a Columbia racer, wheeled about the hall several times, and exemplified the marked contrast between the old and new machines.

J. H. Sherman and Geo. E. Cain, of Lynn, played a game of polo on Star bicycles, limiting their play to a single goal, which was won by Cain. W. W. Stall, referee.

The Wilnot double riders performed some marvellous tricks. Mr. Wilnot did what has never before been performed in public, namely, riding a single wheel with his partner, weighing 130 pounds, upon his shoulders. Wilnot started out with some single riding, in which he showed some half a dozen new tricks. These were enjoyed by the wheelmen present, to whom the stereotyped tricks on the wheel are somewhat devoid of interest.

The last event in the large hall was an obstacle race for the prizes. The following men started: C. H. Ellison, Newton; E. W. Frost, Maverick Wheel Club; B. F. Thiesell, Thorndike Club, and J. A. Kennedy, Massachusetts Club. Ellison took first prize and Frost second. This was a very laughable feature of the programme. The contestants were obliged to go three times around the hall, mounting and riding from one obstacle to the next.

In the Olympian Club rink were run two one-mile races. The first, for the championship of the Roxbury High School and Dudley Grammar School, was won by M. S. Khurl, in 3.59; and the second, for the high and grammar schools of Boston, was won by R. S. Dreury, in 3.58.

The exhibitions over the large hall was thrown open to wheelmen and their friends, and the Olympian Hall for general roller skating.

The prize of a bicycle offered to the schoolboy who should sell the largest number of tickets to the carnival, was awarded to Harry F. Williams, son of President George F. Williams, of the Nonantum Cycling Club, of Newton. The Dorchester Club sold the greatest number of tickets of any club, and will receive a handsome silk banner as a reward.

The carnival was an artistic, but not a financial success. Barely enough to clear

expenses was taken in at the carnival, but the programme netted the club about \$250.

A congratulatory telegram was received from the Citizens' Bicycle Club, of New York, during the evening.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington Street, Boston:—

No. 332,005. Velocipede, Beverly Roper, Atlanta, Ga.

No. 332,092. Velocipede, E. G. Latta, Friendship, N. Y., assignor of one half to A. G. Latta. Relates to the steering head spindle and handle-bar.

No. 331,295. Bicycle, Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, Boston. Relates to the handle bar and steering head.

No. 331,276. Velocipede, Charles E. Buell, Springfield, Mass., assignor of one third to W. B. Cooley, Easton, Pa. A tricycle propelled by compressed air.

No. 331,330. Shaft fastening device for tricycles. D. H. Rice, Lowell, Mass.

No. 331,337. Brace, shaft, etc., for velocipedes. D. H. Rice, Lowell, Mass.

No. 321,518. Velocipede, A. W. McClure, Chicago, Ill.

No. 331,644. Gear for tricycles, A G. Latta, Friendship, N. Y.

No. 332,263. Bicycle. Julian Laughlin, St. Louis, Miss. Has hinged handles and a hinged brake lever adapted to be folded.

No. 332,658. Spring for velocipede seats. Robert E. Humphreys, Irwin, Pa. Bent wire having coils at front and rear of support, said coils being in horizontal planes at front and rear, and the top and bottom coils alternating both at front and rear.

Reissue.—No. 10,673. Velocipede. Charles S. Leddell, Morristown, N. J. A safety bicycle.

President Williams's Record.

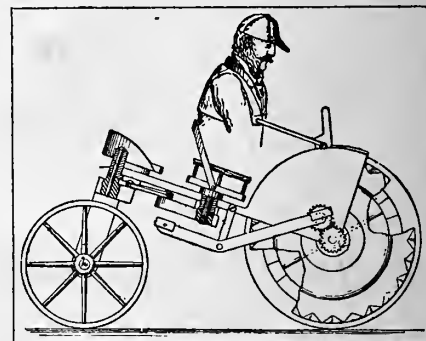
HENRY WILLIAMS sends us the following figures, showing his riding to date: 1880 607 miles; 1881, 3,060 miles; 1882, 3,559 miles; 1883 3,453 miles; 1884, 2,450 miles; 1885, 2,440 miles. Of these distances, there were ridden on a tricycle, in 1883, 601 miles; 1884, 317 miles; 1885, 359 miles,—a total of 1,277 miles. Leaving out 1880, which was not a complete year, the average per year is 2,994 $\frac{1}{2}$ miles. The following compilation will be found interesting:—

Year.	Days ridden.	Average per day.	Days of 40 miles or more.	Greatest monthly distance.	Greatest daily distance.
1881.....	183	16 $\frac{1}{2}$	14	456	61
1882.....	183	19 $\frac{1}{2}$	19	553	118
1883.....	206	16 $\frac{1}{2}$	12	477	64
1884.....	145	16 $\frac{1}{2}$	10	515	67
1885.....	156	15 $\frac{1}{2}$	13	439 $\frac{1}{2}$	53

QUEER AND QUAINT VELOCIPEDES.



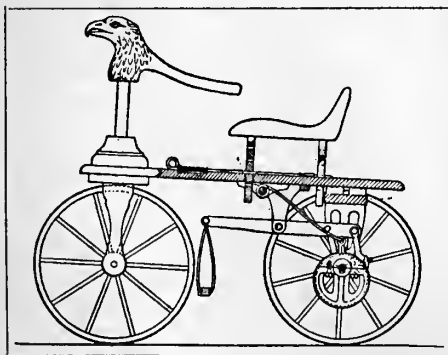
Number 4.



Number 5.



Number 6.



Number 7.



Number 8.

Peculiar Patents.*

Queer Conceits of Inventors regarding the Velocipede.

NUMBER TWO.

OUR second instalment of selections from the records of the Patent Office will be found to be no less interesting than the first. We think, perhaps, the inventors owe us a debt of gratitude for bringing these forward, for otherwise they would forever remain buried from the public gaze in the files from which we rescued them. Who knows but our exposure may lead to the discovery of an idea that will be seized upon and developed into something of value to wheelmen? On all such discoveries and developments we shall claim a share of the profits.

No. 4 shows a unicycle. The world is hungry for a unicycle, and here is one. The patent on this was issued to R. C. Hemmings, 13 July, 1869. The rider sits astride the V shaped cross piece, which terminates in small wheels at either side of the rim, and turns the central wheel by means of a crank handle. The motion is conveyed by a belt to the lower wheel and drives it ahead. When the driven wheel passes the centre of gravity, it causes the large outer wheel to move forward, and in this way the whole affair is driven. To start, the rider walks or runs on the ground astride the saddle, this being low enough to allow him to do so.

Cut No. 5 is a tandem. A patent was issued on this to A. M. Allen, 20 Jan. 1880, and therefore it has many years to run. The cut shows but one seat occupied, although the rear seat and pedal is plainly to be seen. The method of operation is not clearly explained.

Cut No. 6 allows a man to use the waste power of the ordinary rocking-chair. A patent on this was granted to F. Schmitt in 1869; the rider sits at ease in his chair and rocks backwards and forwards, operating a pawl and ratchet, and thus giving motion to the machine. Knee breeches not required on this wheel.

Cut No. 7. A patent on this was granted A. A. Hoffman in 1874. The rider has a cushioned seat, and operates a lever by means of stirrups, in which his feet rest. The machine is well geared down, for it must take several movements of the lever to get a revolution of the wheel.

Cut No. 8. A patent on this was granted to S. H. Sawhill in 1869. The rider rests his feet on a sleeve, in which the hub turns and grinds himself along, as clearly shown in the cut.

A High-Geared Tricycle.

In these days of discussion over the proper gearing of tricycles, the writer's latest experience may be of interest to some of your readers.

By substituting a 24-toothed chain-wheel for one of 17, on a 36 inch racing

Cripper, I geared it up to 86.4 inches. This gave over $2\frac{1}{2}$ revolutions of the wheels to one of the pedals. Crank throw, $5\frac{1}{2}$ inches. Weight of tricycle, 36 pounds.

Putting the machine on the road, I found it easy to start with a steady slow pressure, and in half-a-dozen strokes to attain a speed of fifteen miles an hour. This pace I could maintain with as little labor as in driving a 62-pound Cripper at an eight-mile gait. By getting over the handles and *gradually* increasing the effort, the little machine showed the rarest pace it has ever been my lot to encounter in cycling, and, too, without "winding," that most disagreeable result of fast pedalling. After satisfying myself as to its abilities on the level, I tried a smooth hill of about one foot rise in ten, and ascended it twice, first at eight miles an hour, then at a much faster pace, about twelve. The effort required was as three to two in *inverse* ratio with the speed. It was easier to climb fast than slow.

A bicycling friend who recognized me in the distance, and endeavored to catch up, arrived at the rendezvous several minutes later, hot and panting, and burst out with: "In Heaven's name, what is that thing geared to?" On being told, he added: "Well, I thought it was deuced queer; I was working away like mad, and you were sailing along in the most leisurely manner, and I could n't gain an inch."

Whether such a gear would lead to faster times on such perfect tracks as Springfield or Long Eaton, is an open question. The inability to sprint is a disadvantage in a race. That it is rare enjoyment on a good road, is the candid opinion of

IXION.

The Trade in England.

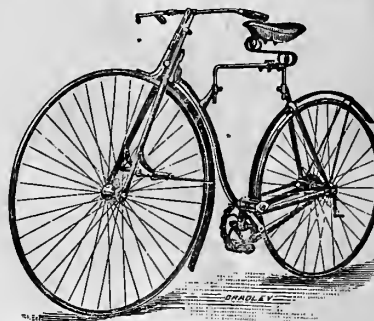
ALTHOUGH riding is almost at a standstill, owing to the miserable weather we have had since the early part of August, our factories are in full swing, and several new patterns are already being sold anticipatory to the opening of the 1886 season. Long cranks are finding many fresh adherents, the power gained by the use of cranks with so large a throw as seven inches having been demonstrated on geared up dwarf bicycles; and even for direct action ordinary bicycles, it is expected that a general advance will take place next season in the direction of longer throw.

BOWN'S NEW BEARING.

Bown, of Birmingham, the ball-bearing patentee, has brought out a very effective set of bearings and crank gear-wheels for the bottom forks of dwarf safeties built on the Kangaroo or Rudge pattern. The difficulty of arranging these parts so as to give a rigid bearing to the chain wheels, without unduly increasing the width of the tread, is very great, and in Bown's arrangement a very happy combination has been made, the cranks, gear-

wheel, and bearing-case being all in one piece, a double coned pin being bolted on to the fork end; and for the first time the bearings of a two-chain dwarf can now be universally adjusted by Bown's unique patented method. These parts are being supplied to the trade for use on any make of two-chain dwarf.

I notice that in your description of the Rover safety bicycle, you used an illustration which represented the first pattern of that machine. Starley & Sutton have promised me that they will send you



an electro of the improved pattern, by which you will perceive that the Rover of to-day is a much different machine to the Rover depicted in your illustration.

THE WHIPPET TRICYCLE.

A few days ago I had the pleasure of inspecting and trying a new tricycle which was ridden by its inventor, who was also the inventor of the very original ten-speed gear which was exhibited at the last Stanley Show. This new machine—the Whippet—is destined to be a more practical success than the ten-speed gear. In general plan it resembles somewhat the old Challenge or Gnat tricycles, having one central driving wheel behind, and two side steering wheels in front, but there the resemblance ends. Instead of a very large wheel, this has a 36-inch driver, and the steerers are very small, — too small, in my opinion, for road work, — so that the side view looks very similar to the Humber safety bicycle, or perhaps more like the Rover safety would be if its steering wheel was smaller, as the position of the rider is partly over, instead of entirely in front, of the driving wheel, and the crank-shaft wheel is connected to the driver by a single long chain. The three wheels are framed together by a horizontal T frame, the steerers turning in Stanley heads at the ends of the T bar, and the steering arms are scientifically arranged so that the inner wheel turns at a sharper angle than the outer one. The steering is done by the popular handle bar, with a spring "automatic" controller. But the great point of the tricycle consists in the fact that the saddle is not the only part provided with a spring, but one spring is arranged so as to allow the saddle, handle bar, and cranks to give downward to every inequality in the road. This is done by mounting the saddle, handle bar, and

* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.

cranks (*rigidly together*) on a secondary frame, the rear end of which hinges on the driving wheel axles, and the front end of which is supported by a powerful spiral spring. Thus, the saddle, handle bar, and cranks being *rigid as regards each other*, no springiness is experienced between the working parts, but the rider can exercise his full powers of pulling and treadling; whilst instead of the cranks and handles being subjected to the vibration always present on rigid frames, they give downward in exact unison with the saddle. The extra weight of the secondary frame is but trifling, the machine I tested weighing fifty-five pounds, complete; but as the spring was fitted for a much lighter rider than myself, I could not put it to any vigorous test, although the evident ease with which its rider kept alongside of me during a ten-miles run proved that the speed is not materially interfered with by the spring arrangement. Such a tricycle instances a decidedly noteworthy departure, its perfection supplying a want decidedly existing for a tricycle which will enable people of excessively nervous organization to ride free from vibration, and yet without abnormal weight. I should imagine that with 20-inch steering wheels, and the improvements which the inventor intends to add, a stout roadster can be made, up to any rider's weight, scaling seventy pounds at the outside.

HARRINGTON'S NEW SPRING.

Harrington has patented two improved cradle springs, which are issued on the market as No. 7 and No. 8 respectively, No. 7 being for bicycle backbones, and No. 8 for tricycle f rods. The improvement consists mainly in the scrolls being now parallel; that is to say, instead of the spring curling twice upward, it curls down again at the second scroll, and the end rests on the forward end of the Standard; thus the spring is not so wide built as heretofore, but becomes as close as the ordinary bicycle spring; but whether it has any other advantages I am unable to say at present, not having yet been able to put the new pattern to a practical trial.

QUADRANT TANDEM.

Large steering wheels are destined to gain ground, at last. For years past your correspondent has, in common with several other practical riders, urged upon manufacturers the folly of fitting tricycles with such absurdly small steering wheels; and at length, owing doubtless to the success of the Quadrant, we are promised a Sparkbrook tricycle and a Cunard tricycle, both of the Crippler pattern, with steering wheels respectively 24 and 26 inches in diameter.

Mention of the Quadrant reminds me that the tandems first built for your Mr. Hodges and party, last July, are now being introduced by Lloyd Brothers, and they please me greatly.

When I saw the first Quadrant tandem

at the Speedwell show, last February, I unhesitatingly told the makers that it would not do; the fourth wheel, with lever-action pedals, and the consequent excessive length of the machine, struck me unfavorably, and I would have none of it. Although even yet not entirely convinced that their pet "family tandem" is a failure, Messrs. Lloyd Brothers are keeping up to the times, and have now completed arrangements for putting on to the market the three-wheeled tandems which were first ridden by the party of American gentlemen who visited England in the past summer.

These tandems are of two patterns, but practically the tandem portions are alike in both, the difference consisting in the use of spade handle and rack-and-pinion steering, as in the No. 9 single, or the handle-bar steering as in the No. 8 single. To either of these machines a light tubular arrangement, carrying cranks, saddle, and side handles, has to be bolted, and a second chain is passed over the central balance gear; the rear cranks being several inches higher than the front, so that the rear rider can overlook the front. As designed, a lady can ride either in front or behind on the No. 12 pattern, but with the No. 11 the steering bar must be manned by one of the sterner sex, in which case the lady would have to occupy the back seat. For these tandems, 44-inch driving wheels, with seven-eighths-inch rubbers, will be used; and when converted into a single, the additional weight of the tandem joints, etc., will be only five pounds above the normal weight of an unconvertible single on the same lines. The machines are decidedly handsome in appearance, and the only fault we have to find is in putting ladies behind, which will effectually interfere with the No. 11 Quadrant tandem's popularity; but with the No. 12 the lady can ride in front, and the only addition required will be to fit double and alternative steering, so that the rear rider can take charge when necessary.

NEW STEERING.

I saw a Rudge Rotary tricycle, last week, with a novel arrangement in lieu of rack-and-pinion; but do not know whether it is to be adopted on the standard pattern machines or not. On the end of the vertical rod carrying the spade handle, in place of the usual pinion, a small grooved wheel was fitted; and on the horizontal steering rod, instead of a rack being cut, a short length of miniature chain was fastened, the chain going once round the grooved wheel, and having its ends fixed to the rod. Thus a motion, precisely similar to that of the rack-and-pinion, was produced; but whether the chain will wear better than, or as well as the usual rack-and-pinion, I am in doubt.

THE NEW OTTO.

There is a wonderful new invention being brought out by the Otto Company,

consisting of the Otto bicycle, with central gearing. In this the main principle of the Otto machine is retained, the rider swinging or balancing on his axle between two large parallel driving wheels; but by the use of central gearing and a chain, in place of side gearing, and two steel bands, a considerable reduction is made in the weight, and the steering is simplified by reason of the breaks not now affecting the steering. All this is accomplished by means of some marvelously ingenious "box of tricks" in the centre of the axle; but beyond that nobody knows what the construction is.

XMAS NUMBER.

The Christmas numbers of our weekly journals always contain announcements of numerous inventions which are being brought out for the coming season, but up to date neither is published. In this regard, I regret to say that a very, very bad precedent is being set by *The Cyclist*, discreditable alike from a literary and a trade point of view. So absurd is the craze for specially advantageous positions in these publications, that a number of advertisers have bargained to pay extra rates to have pages of their advertisements inset amongst the literary matter. This is at once an exasperating and a suicidal policy, for readers so heartily detest to find advertisements between the pages of literary matter, that they invariably tear such out at once; so that the "specially advantageous positions" are a delusion, meaning nothing but consignment to the waste-paper basket; whilst those firms who have been content to allow their announcements to appear in the legitimate place amongst the others at the beginning and end of the volume, reap the harvest of a permanent place, most subscribers binding the whole book up, complete, with advertisements, in their annual volumes. I hope the trade will see to this point another year, and appreciate the fact that an advertisement in its legitimate position is of more value than one inserted out of place.

NEW GEAR, COVENTRY CHAIR.

There is an arrangement of manual lever and connecting rod, under the title of Grey's Hand Power Gear, being offered for fitting to ordinary tricycles; but of its practical value I am not yet able to speak, and in these matters I make a point of not trusting to imagination or theory.

A Coventry Chair was despatched by Starley & Sutton to the United States, two or three weeks ago, this being the first machine of its class to go to America. By the way, this firm have been selling a tandem for some months past, very much on the lines of the Coventry Chair, the rear portion of both machines being identical, but a loop frame and side-gear pedal crank replacing the basket chair in front. This firm also make a Crippler pattern tricycle, now.

The date of the Stanley show is not

THE CHRISTMAS NUMBER OF

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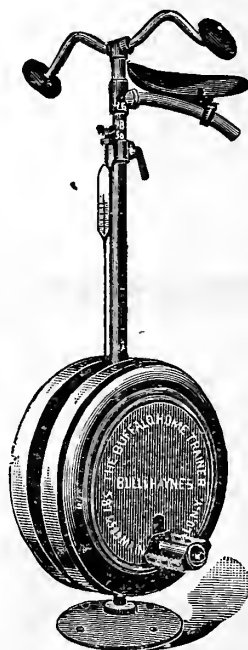
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Yours respectfully,
N. H. VAN SICKLEN,
CHICAGO, ILL.,
Nov. 10, 1885.

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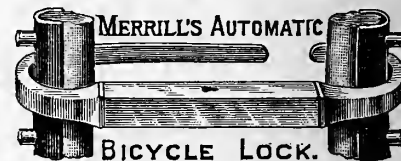
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The Coventry Machinists' Co.'s New Tricycle for 1886.

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239 COLUMBUS AVENUE, BOSTON, MASS.

yet announced; but meanwhile a circular is being sent around, signed by several of the largest firms in the trade, convening a meeting to decide what action shall be taken by the makers this year, it being suggested that both the Stanley and the Sportsman's exhibitions shall be left alone, and an exhibition organized by the makers themselves, independently of the Stanley Club. I predict failure for this scheme, the Stanley show being too well established an institution to be imperilled by such a chimerical idea as that proposed by the makers, whose interests are so totally divided as to make it impossible for all to work in harmony, even if honorary labor was forthcoming to do the drudgery now cheerfully borne *con amore* by the Stanley Club. FAED.

LONDON, 2 Dec. 1885.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A Knee Question.

Editor Bicycling World:—Will some one please rise and explain, and some one who has had experience? My 40-inch trike is too slow, and I intend to gear up. The crank, being a lady's machine, is but 4½ inch throw, and I mean to lengthen that. Now, what I want to know is: 1. How much should a 5-foot 7-inch *light-weight* gear up; and, 2. How many inches throw can he stand with comfort, over Boston suburban roads, up hill and down? If some other "man and brudder," who has used a variety of cranks and gears, will give the result of his experience, the writer will rise up and call him blessed!

J. PARKE STREET.

"Gaul."

Editor Bicycling World:—Oh, what a rich specimen of Boston culture! Your paper has, in four successive issues, made a conspicuous display of a blunder in a common word of one syllable. It has the "gall" to persist it spelling it *gaul*—three correspondents and the editor repeating it week after week! Do, Messrs. Dasset & Bean, give us a rest, and a release from this terrible spell.

Yours, etc. GALLED.

[We would remind our correspondent that "Boston culture" is not an authority on slang phrases. Moreover, the word he criticises is not a "common" one. He will not find it in any dictionary. Our correspondent, who introduced the discussion, chose his own manner of spelling, and he commenced what he had to say with this sentence: "This essay is not on *ancient Gaul*, but modern." Would "Galled" have us speak of "ancient Gall"? The author was well aware that there was a slang term spelled "gall," and he was also well aware that it had been used on the street to convey an idea somewhat like that he wished to im-

part, but he preferred to coin a word, and adapt it to his meaning. This he had a perfect right to do, which is more than we can say for the writer of the above, when he essays a stupid joke in misspelling proper names. — ED.]

Long Cranks.

Editor Bicycling World:—Some time since I noticed in your columns a quotation from an English cycling paper, in reference to the subject of longer cranks for large bicycles. I have nothing to add to the remarks quoted, which embodied the views I have long held on the subject. I only want to emphasize what has been before said. I have been told by one of the employees of one of our largest manufacturing firms, that there is frequent call for longer cranks. Why cannot this winter be chosen as a convenient time for providing for this very decided want? No doubt short cranks are more graceful, but any rider of a big wheel, who has taken a long run with a crank throw of six inches or more, as I have, will appreciate the advantage gained, in saving fatigue and perspiration, and in robbing long hills of their terrors. M. D.

The Lever-Steering Humber.

Editor Bicycling World:—"A Lady Rider," who is enthusiastic over this dainty little machine, and rightly, as it is far-and-away the best "open-front" tricycle for a lady's use, fears that Messrs. Humber and Co.'s success with the Crippler will induce them to stop making her favorite mount.

The advantages of handle-bar over side-steering are becoming so universally appreciated, that lady riders are as loud in their praise of the Crippler as those of the other sex. It is safe to assume that such an experienced cyclist as Mrs. Allen would not have chosen Humber and Co.'s Crippler for her marvellous ride of 200 miles in 24 hours, if it had not possessed points of superiority to be found in no other machine.

The Lever-Steering Humber will be imported during the coming season, but as the sales for 1885 have been in the proportion of six to one in favor of the Crippler, the writer gave the latter machine due prominence in his late visit to Beeston. L. H. JOHNSON.

EAST ORANGE, N. J., 18 Dec. 1885.

Wants to Go with the Girls.

Editor Bicycling World:—"Let Tergo Smith." Who is he? Is he a weather prophet, that he wants J. Parke Street to select Dorchester Bay for his ice party, when there is not one chance in ten that it will freeze over this winter. What is the use of going to Jamaica Pond, or any other sheet of ice, when you can get the very best of riding when the sleighing is good. Tricycles or safeties run magnificently on well-trodden snow, so let us have our ride on the road, and then there will be no need of turning round. I have explained in another column the only

falls I ever had on the ice, and I fancy that I could get about safely on Jamaica Pond, if it is only a mile long. But let the ladies be invited by all means, and if they are, count me in. J. S. DEAN.

McCurdy's Record.

Editor Bicycling World:—In a letter published by you a fortnight ago, signed Joseph Butcher, a charge of fraud is very directly made in connection with the 24-hour record of McCurdy on 26, 27 October. This unquestionably has been taken to reflect in a damaging way upon all who were in any respect connected with the work of establishing that record; and as one of the number who checked McCurdy's cyclometers, and watched matters closely from beginning to end, I wish to know what grounds, if any, exist for such a charge.

McCurdy was accompanied at all times by pacemakers, whose reliability cannot be questioned, and who certify to his having done what was claimed for him; and after carefully reviewing all the features of the record, I am still satisfied that it was fairly made in every particular as claimed, and that Mr. Butcher's accusation is entirely unjust. The latter has been personally and directly requested to give his reasons for making it, in order that if any deception was practised, we and everybody else may know in what it consisted; but this he declines to do, until he learns who wrote the communication signed "Boston" in your issue of 4 December, which letter he takes to be a reflection upon his cyclometers. I neither know who "Boston" is, nor what possible connection his identity can have with the imputation of fraud so publicly made, and against which I protest, unless some evidence is brought forward to sustain it; and I very unwillingly take a public means of calling for this.

The record in question has been beaten, and was at once relinquished by those interested, but that fact makes it none the less important to know that it was in every detail fairly conducted, and no less a matter of obligation for any person to submit proofs of what he has said to the contrary. A. E. PATTISON.

[We have not lost faith in the record. It was made in good faith, and was carefully watched by men who had no desire to cheat. We have in our possession signed certificates to guarantee that every foot of the distance was ridden. If Mr. Butcher's charges are true, some one has subscribed to an untrue statement, which is possible but not probable. Our correspondent "Boston" discussed cyclometers in a general way, and, to prove certain points, he referred to those used in recent trials. He intended no reflection on any particular cyclometer. "Boston" is in no way interested in the trade, and his communication had no motive behind it beyond the general one of the good of the sport. — ED.]

Class Racing.

Editor Bicycling World:—The official handicapper says I do not "grasp the meaning" of a class race, and then goes on to say that there is "no definition of a class race in our rules." I have not been discussing what a class race is, for I know perfectly well that it has been modelled after the trotting idea, but I have been asking for an improvement on that idea. I want a rule made to define a class race, and while we are about it we may as well talk about what is the best thing to have, and not sit down and say, "a class race has been so and so, and we must make a rule to accept it as it is." I don't believe in this. I have said before that we get the best results in handicapping when we let the handicapper use his judgment, and I cannot see why the same plan would not work in class racing. A class race should be confined to those who are able to do a record not far from that fixed as the standard. I trust Dr. Tyler does not wish to commit us to the trotting-rule idea, which lets a horse enter for all races in a circuit at the beginning of a season on the record he has at the time of entry. We saw the weakness of that system in 1884, and I believe that the experience of that year led the racing board to change the rule regarding handicaps so that a rider could be judged by his *abilities*, as well as records. I believe, also, that the experience of that year led the racing board to do away with that clause of the rule which said that all handicaps should be judged from records held at the date of entry. Why, in England, Pem Coleman will put a man back for a record made the day before a race. Dr. Tyler says Mr. Kluge had never shown any wonderful speed, and had never made 3.10 in a race. Why, then, did he not give him the limit in the handicap, instead of giving him thirty yards, and others, with no reputation, forty yards and fifty yards? We must have close contests in races, if we would have them interesting. Handicapping will give us these, as it is now employed, and classification will also give them, if men are judged by their abilities. If men are not judged by their abilities, class racing will be no better than scratch racing. The idea that a man should have a chance to win a medal in his first season, if it leads to putting him where he can have a "pudding," is a false one. Let us give up all such ideas. Let us place racing men with their peers. A man is entitled to a prize if he can win it, and race committees do wrong to make the winning easy.

DUFFER.

Pro Amateurs.

Editor Bicycling World:—Will it not be the best plan, after all, to proceed against the makers' amateurs as though we meant business? Why not make a clean sweep of them all? It will be heroic treatment, but will it not be the best? If the racing board should disqualify every known makers' amateur,

there would be a howl, but the howl would subside very soon, and these men would go into the professional ranks, where they belong. J. JONES.

CURRENTE CALAMO

CHRISTMAS.

SANTA CLAUS.

STOCKINGS AND TREES.

WHEELMEN are blessed with capacious stockings.

BUT bicycles won't go into stockings.

MAY every wheelman draw a grand prize in the distribution of presents.

WHEN our English friends get tired of Canary, if they ever do, the Brocktons had better go over and show them how to drill.

WHEELMEN would be justified in altering an old saw to read, "'T is an ill wind that blows snow good."

"THE Great S——" is not the Great Sturmey, nor the Great Springfield, nor the Great Secret; it must be the Great Something, however.

CHICAGO is laying out a track in the Exposition building, and wheelmen will attempt to make records there this winter. Is n't it about time to drop board-track records?

It was an explanation of his motive, not an apology, that Editor Aaron agreed to make in the Renton case.

THE Christmas *Cyclist* is not yet to hand. We are receiving a great many orders from those who are under the impression that it is in stock. We expect the book daily. Our press copies have been received, and our brief comment is, that the book is "immense."

"A LADY RIDER" wishes us to say that the wheels of her tricycle are forty inches, not forty-eight inches, as our types made them.

C. E. KLUGE has climbed Eagle Rock Hill in the Orange Mountains, N. J., riding a 51-inch Star. He is the second man who has succeeded in climbing it, Burt Pressey being the first, about two years ago. The hill is 4,650 feet long, with an altitude of 185 feet, 4 inches. In 1,400 feet the grade is from 7 to 11 feet in 100; average grade, 8 feet in 100. The hill is longer, but not so steep as Corey Hill, though it may not have so good a surface.

L. H. JOHNSON has a racing Cripper, which he has geared to eighty-six inches. On the smooth Orange roads he can walk away from the average bicyclist in a surprising manner.

CHRIS WHEELER's Rhymes of the Road and River is on sale at Messrs. Cupples, Upham & Co.'s, and at DeWolfe, Fiske & Co.'s Archway Bookstore, Boston.

C. K. ALLEY, ex-secretary of the L. A. W., and a member of the Buffalo Bicycle Club, was in Boston several days last week.

CHAMBERS, who made so many friends in America last year, has entered the employ of Rudge & Co.

As the bicycle business of Messrs. Rudge & Co. has increased to such an extent, it has been deemed advisable to form the firm into a corporation. During the last three years, they have actually manufactured and sold upwards of twenty thousand machines.

H. D. COREY once more treads his native heath.

DR. W. G. KENDALL, of the Boston Bicycle Club, has covered 4,840 miles on a wheel this season. Of this distance, 4,163 miles were made on a bicycle, and 677 on a tricycle.

WE have received a very "cute" photo of the "Granger" Club. It represents a group composed of Willis Farrington, captain; Mrs. Willis Farrington, treasurer; Miss Farrington, first lieutenant; Master Farrington, second lieutenant; and Baby Farrington, bugler. All are mounted on wheels, including the baby, who occupies the ordinary perambulator quadricycle, which is watched over jealously by the club dog. The captain has our thanks for the very acceptable addition to our collection.

THE cycle manufacturers of England have held a meeting to decide upon matters relating to the coming show of cycles. It was decided to appoint a joint committee, composed of the makers and the Stanley Club (six a side) to decide as to place where the show was to be held, and also the appointing of a paid secretary.

THE Boston Club has secured the services of Mr. A. H. A. Mortimer, who for several years past has been Steward for the Eastern Yacht Club; and it is proposed on and after Christmas day, to serve to members and their guests, a Table D'Hôte Dinner at 6 P. M., the price per plate to be seventy five cents.

RACING NEWS

WOODSIDE defeated J. W. Alexander, a roller skater, in a three-mile race at Minneapolis, 3 December, in 10.55.

ECK is arranging a fifty-mile race between Prince and Woodside, to occur in Minneapolis.

THE North Shields Bicycle Club, of England, hopes to induce American riders to enter the races which are to be held 27, 28, and 29 of April next. The track is a fine one, and there will be assembled the best riders in England.

As the surface at the Globe Rink is the finest in the country for bicycle purposes, the Ramblers have arranged to give exhibitions and races there every week. The first meeting will be held Saturday night, when Percy Stone and Felton, the skater, will race two miles, Felton to receive forty-five seconds start. Hal. Greenwood will give an exhibition on a Star machine, E. C. Klipstein and

ACME COW HORN HANDLE BARS

able projection, and fitted with adjustable set screw and lock-nut to instantly take up all rattle and play in the brake lever. Add greatly to the appearance of a machine. Sell to expert riders at sight. Can be attached in a few moments by any one. Price, complete, with brake lever to match, \$6.00 per pair. Sent by express, C. O. D., on receipt of \$1.00 to guarantee charges. Old bars taken at \$1.50 delivered at Peoria, making net cost \$4.50, whereas the price of Cow Horn Bars, when furnished with new machine, is \$5.00. Large illustrated catalogue of bicycles, sundries and second-hand wheels, free. Our terms of easy payments will be found interesting to every wheelman, as friends can be induced to purchase and ride who would not buy otherwise. No extra charge except for interest.

GEO. W. ROUSE & SON, 9 G STREET, PEORIA, ILL.

FOR THE EXPERT COLUMBIA.

BICYCLES ON EASY PAYMENTS.

Harry Gardner on cranks. Handsome gold medals will be given as prizes, and the character of the participants argues that it will be an excellent entertainment. — *St. Louis Spectator*.

WHEEL CLUB DOINGS

THE members of the Baltimore Cycle Club will receive their friends at the rooms of the club, No. 727 Madison Avenue Extended, on 25 Dec. 1885, between the hours of 2 and 10 P. M.

WASHINGTON, D. C. — At the last regular meeting of the Capital Bicycle Club, held 12 December; the semi-annual election of officers for the term ending 30 June, 1886, was held, with the following results: John M. Killits, president; Clarence G. Allen, vice-president; Thomas A. Berryhill, recording secretary; James Q. Rice, corresponding secretary; Joseph E. Leaming, treasurer; Edson B. Olds, captain; Fred F. Church, sub-captain; Benjamin H. Stinemetz, Jr., junior sub-captain.

NEWTON, MASS. — The Nonantum Cycling Club held its regular monthly meeting Thursday evening, 17 December, and elected officers for the coming year as follows: President, W. E. Wentworth; vice-president, J. W. Fisher; secretary, J. H. Lewis; treasurer, A. A. Glines; captain, George F. Williams; first lieutenant, W. H. Allen; second lieutenant, W. H. Huntley; bugler, J. J. Needham; color-bearer, Franklin Banchor; club committee, W. E. Wentworth, J. H. Lewis, G. F. Williams, F. L. Tainter, E. P. Burnham. The growth of the club during the past year has been very gratifying, the membership having increased from twelve, at the time of organization in September, 1884, to forty at the present time. The rooms in Cycle Hall, Newtonville, are about to be furnished with a shooting gallery, fencing foils, boxing gloves, Indian clubs, dumb bells, and other useful articles for the amusement of members of the club. A committee was appointed to arrange for the annual club dinner, which is expected to be an event in the history of the club.

THE Orange Wanderers have decided to become a League club, and will make immediate application for admission.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks

can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa. — S. B. Wright, Oskaloosa.

Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Wyly Clark, 19 East 44th street, New York; Wallace Platt, 10 East 62d street, New York; John Britton, 247 Broadway, New York; Herman Guston, 192 Elm street, New York; W. C. Herring, 342 West 58th street, New York; W. A. Keddie, 458 West 58th street, New York; W. H. Newell, 140 West 21st street, New York; F. L. Ray, 254 West 52d street, New York; L. L. Squire, 334 West 58th street, New York; M. S. Chrenkheisen, 309 East 17th street, New York; Irving M. Shaw, 34th street and 8th avenue, New York; E. W. Weir, 338 West 51st street, New York; E. G. Washburn, 1022 Sixth avenue, New York; George W. Ford, 23 Sibley street, Cleveland, Ohio; W. L. Bass, Pioneer Iron Works, Brooklyn, N. Y.; Porter Osborn, 62 North College street, Nashville, Tenn.; Robert Rodes, Jr., 40 North Cherry street, Nashville, Tenn.; Harry G. Chisnell, Akron, Ohio; A. C. Sumner, Akron, Ohio; Henry E. Ducker, Springfield, Mass.; Seymour L. Cromwell, 188 Columbia Heights, Brooklyn, N. Y.; W. P. Sargent, W. H. Doan, Cleveland, Ohio.

APPOINTMENTS. — State Consul for Kansas, G. Albro Dusenbury, Great Bend, Kansas; consul for Denver, Col. Frank A. Miller, Tabor Block, Denver, Col.; consul for Harlem, N. Y., Fred W. Styles, 262 West 129th street, New York City; hotel for Perth Amboy, N. J., hotel Central, Perth Amboy, N. J.

TO CORRESPONDENTS

N. E. L. All starts and finishes are by the driving wheel. In the Star, the large wheel is the driver.

H. C. M. We don't know date, but think it the twentieth. December number just to hand.

UNIQUE. We vouch for the truth of our paragraph to the letter. Come over and we will show you the lady. We did not say it was her first ride.

J. R. HOGG. Have written you.

W. F. LOWELL. Thanks, but send us an unmounted one.

G. L. HILTIER, W. W. STALL, E. C. LEE. In type. Will use next week.

Lallement

HAD the right idea about the size of wheels, but he did not see the advantage of vertical action, such as is found on the

Rover safety; and, by the way, Geo. Smith, who holds the world's records for one hundred miles on the Rover, says that he is "now thoroughly convinced that the Rover safety is the fastest machine ever made; and if, on Saturday, I had not been slightly off color, and had been favored by a gale of wind as in Kangaroo race last year, am positive I should have brought the record down to 6.45 at least. I am also convinced that all "track" records will be lowered upon it. Nothing can live with it, either upon the road or path." J. A. R. Underwood, Washington street, Dorchester, Boston, sells these machines.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BICYCLES WANTED TO MEET OUR large demand for second-hand; new machines in exchange. BUTMAN & CO., 74 Tremont street.

BICYCLES AND TRICYCLES AT BARGAINS. Now is the time to invest. The largest stock in Boston. Agents and Rinks supplied. Send stamp, stating size, make, and approximate price of wheel wanted. BUTMAN & CO., 74 Tremont St.

WANTED. — A CRANK BICYCLE about 52 in., or a Star. Must be a bargain for this season, address A. BRADBURY, Box 2,486, Boston, Mass.

FOR SALE. — Victor Tricycle, 1383 pattern. Will be sold very cheap. R. J. BUTMAN, 74 Tremont street.

BICYCLES AND TRICYCLES. — Stock constantly changing, all sizes and makes; call and examine our large stock; machines not sold on instalment, nor rented. Machines received on consignment. BUTMAN & CO., 74 Tremont street.

TO CYCLE INVENTORS.

We wish to hear from all inventors of Cycle Devices, as we want the best of everything in our Victor Cycles, and are willing to pay for it.

OVERMAN WHEEL CO. - - Boston.

ELWELL'S BERMUDA TOUR.

A Winter Wheel 'Neath Summer Skies.

Bermuda is the wheelman's winter paradise. A delightful climate, tropical scenery, hard, coral roads extending to every point of interest, and all within fifty hours' sail of New York by the fine steamers of the Quebec Steamship Company.

The party will leave New York a March for a twenty-days' tour to this delightful spot. For illustrated guide and further information, address, enclosing stamp,

F. A. ELWELL, Portland, Me.

THE ROAD AND THE PATH.

UNQUESTIONABLE AND ACCEPTED RECORDS MADE ON COLUMBIAS.

The Greatest Distance Ever Made Inside the Hour,

20 $\frac{1}{2}$ Miles 396 $\frac{1}{3}$ Feet by - - - WM. A. ROWE - - - at Springfield, Oct. 19.

20 $\frac{1}{6}$ Miles Inside the Hour Without Pacemakers, by W. M. WOODSIDE at Springfield, Oct. 26.

WORLD'S RECORD.....	1-4 Mile	WM. A. ROWE,	.35 1-5
WORLD'S RECORD.....	1-2 Mile	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur).....	3-4 Mile	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur).....	1 Mile	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD.....	2 Miles.....	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD.....	3 Miles.....	WM. A. ROWE,	8.07 2-5
WORLD'S RECORD.....	4 Miles.....	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD.....	5 Miles.....	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD.....	6 Miles.....	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD.....	7 Miles.....	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD.....	8 Miles.....	WM. A. ROWE,	22.41 4-5
WORLD'S RECORD.....	9 Miles.....	WM. A. ROWE,	25.41 4-5
WORLD'S RECORD.....	10 Miles	WM. A. ROWE,	28.37 4-5
WORLD'S RECORD.....	11 Miles.....	WM. A. ROWE,	31.37 4-5
WORLD'S RECORD.....	12 Miles.....	WM. A. ROWE,	34.32 3-5
WORLD'S RECORD.....	13 Miles.....	WM. A. ROWE,	37.24 3-5
WORLD'S RECORD.....	14 Miles.....	WM. A. ROWE,	40.25
WORLD'S RECORD.....	15 Miles.....	WM. A. ROWE,	43.26 1-5
WORLD'S RECORD.....	16 Miles.....	WM. A. ROWE,	46.29 2-5
WORLD'S RECORD.....	17 Miles.....	WM. A. ROWE,	49.25
WORLD'S RECORD.....	18 Miles.....	WM. A. ROWE,	52.25 1 5
WORLD'S RECORD	19 Miles.....	WM. A. ROWE,	55.22 2-5
WORLD'S RECORD.....	20 Miles.....	WM. A. ROWE,	58.20

The 100 Mile Road Record - - - - - 7 hours 51 1-2 min.

The 25-Mile Road Record - - - - - 1 hour 34 min.

By ALFRED A. McCURDY on a Columbia Light Roadster.

4 to 50 MILES (inclusive) - - AMERICAN PROFESSIONAL BICYCLE RECORDS.

4 to 10, & 21 to 43 Miles (inclusive) WORLD'S PROFESSIONAL BICYCLE RECORDS.

21 to 38 MILES (inclusive) - - - - - WORLD'S BICYCLE RECORDS.

By W. M. WOODSIDE at Springfield, Oct.-Nov.

Notwithstanding the above excellent result of "Good Men upon Good Bicycles," of more practical value to the 90 and 9 Wheelmen is the fact that the majority of the American Wheelmen purchase Columbia Bicycles and Tricycles, because they are pre-eminently road machines, with an ease of running and durability which have faithfully stood the test of eight years upon every grade of road, and under all supposable conditions.

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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 8 Pemberton Square, Boston, Mass.

\$2.00 a Year.
5 cents a copy.

BOSTON, 1 JAN., 1886.

Volume XII.
Number 9.

ALWAYS AT THE FRONT.

In the Race for Popular Favor,

THE VICTOR IS WINNER

WHY?

BECAUSE IT IS

AN EASIER HILL CLIMBER
A FASTER COASTER
STRONGER FOR ITS WEIGHT
COSTLIER TO BUILD

Than Any Other.

VICTORS ARE MOST RIDDEN BY OLD AND EXPERIENCED RIDERS.

"The Proof of the Pudding is in the Chewing of the String."

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Don't wait, but send twenty-five cents at once for a package of our **ADHESIVE TIRE TAPE**. Fastens a loosened tire without heat. Weighs less than an ounce. Smaller than an oil can.

ZACHARIAS & SMITH,
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THE "PARADOX" OILER A BOON

TO Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable) cannot get mislaid or lost. *Sent Postpaid on receipt of price.*

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One Bottle will cover your Machine,

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THE HYGIENIC SHOE

MADE ONLY BY

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Hand Made Throughout.

Price-list and rules for self-measurement sent on application. Our shoe has been imitated by makers of machine goods. Get the right one. Patent mark and "Boston" on the sole of every shoe.



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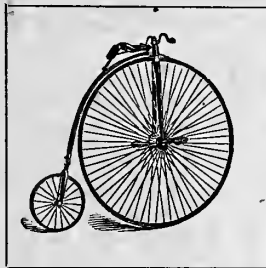
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 1 JAN., 1886.

REVIEW OF THE YEAR.

ONCE again we are confronted with the question, — What has the year brought forth? and once again we have to answer, — Much that is good and much that will profit us. We remarked last year that the time had gone by when we could look for a rapid stride of progress in the wheel world in a single year, for cycling interests are now erected on a firm and substantial basis, and all progress is slow but sure. We can look back on the year 1885 with much gratification, for in the trade, among the institutions, and in the sport, the experience of the past has been drawn upon with great benefit. We shall treat these subjects under their respective heads.

CYCLING INSTITUTIONS.

The League has flourished during 1885, and its rapidly increasing roll of mem-

bers testifies to its increasing popularity. We do not know why the League should have so few members, comparatively. It is estimated that there are 50,000 wheelmen in America, and of these the League gets only one in ten. We believe that every wheelman should join the League in the interest of the sport alone, and irrespective of what he may gain by it. It costs but a dollar at best. It has been said again and again that the League does nothing, and is therefore unworthy of support; but we think that there are few who will look at the aspect of affairs with an unprejudiced eye, but that will admit that it would be a severe blow to cycling if the League should go out of existence. It exercises a moral force the presence of which is worth more than a dollar to every cyclist in America.

The spring meeting of the League, which occurs in February, is more productive in results than any other meeting of the whole year, the annual meeting not excepted. Men go to this meeting for business purposes alone, and their attention is not distracted as it is at the other meetings.

The spring meeting of 1885 gave us a new constitution and by-laws. These provided for an initiation fee of fifty cents; a secretary with important duties and a salary; a change in the league year, and the formation of an executive committee, consisting of the president, vice-president, and one member chosen at large. The new code has worked well, and the work of the League is now conducted with more system than before. During the year a new amateur rule has been formulated, which is more strict than those of former years.

The most important action of the League has been the establishment of an official organ of its own. For this we have always contended, but we think the League has gone too far. We will admit that the organ has been a success. It has been ably managed by Editor Aaron, and the paper has been a credit to the League. But we do not think it is the province of the League to supply its members with a newspaper, nor do we believe it should be so frequently issued. For many reasons the officials should have frequent communication with the members, and every member should be possessed of information about the association, but the League is not bound to furnish accurate accounts of race meetings, nor the details of long tours. No small part of the success of the *Bulletin* the past year comes from the great personal sacrifice of Editor Aaron and the gratuitous labor of friends. This condition of affairs it is not possible to maintain. Few men could and would do for the League what Editor Aaron has done the past year, and yet without this the success of the *Bulletin* is not assured. Nothing in the history of the *Bulletin* the past year leads us to depart from our original idea, that a monthly organ is all that the League can afford to give its members.

A little flurry of excitement was caused early in the year by the action of many wheelmen, who let their love for polo run away with all regard for their amateur status. It was thought that serious complications would arise at the race meetings during the year, but happily all trouble was averted, for those who had lost their status regained it, and, after a few men had been disqualified, others were more careful.

Several cases have arisen in which the rights of wheelmen have been invaded, and the League has been called upon to defend its members against the injustice of law-makers. The North Carolina case is one to the point. This was brought to the attention of the League members at the Buffalo meeting, and the sense of that meeting was that vigorous measures should be taken in this and all other cases where the rights of wheelmen to the highway should be questioned; but if vigorous measures have been taken, they have not been made public.

The secession of the Missouri wheelmen, and the formation of an independent organization for work in that State, was an event of the spring; but the new society was short-lived, and we now see the Missouri men all back in the League, a State division formed, and a convenient little handbook issued.

The C. T. C. held its annual meeting at Cleveland, and a committee was appointed to formulate rules and devise a plan for some systematic work in the American division. This committee has not met. The serious illness of the chief consul has had a depressing influence on the club, and done much to retard the good work. A signboard fund, subscribed to erect danger boards, now amounts to \$56.98.

THE TRADE.

The trade during 1885 has been full of keen competition, and we are sorry to say that not a little bitterness among the dealers has been engendered in consequence. Each is jealous of the other, and watches every move of his rival. One of the results has been the subsidizing of many amateurs, so that we can almost say that during 1885 makers' amateurs first flourished in America. Of course there were some before native to the soil, and large tournaments had brought some from across the water, but last year the ranks of the pro-amateurs were greatly augmented, and the fight for records was very savage. It was not uncommon for three or four dealers to advertise in the same issue of the *WORLD* that their machine held the record for the same distance. The general opinion among wheelmen is, that the twenty-four-hour road record-breaking business was run into the ground. More than the usual number of dealers visited the trade centres of England, while some of the makers there sent representatives to this country.

The business during the last twelve

months has seen many changes and additions. To give in detail all that has taken place would require more space than we can devote to it, so we will only briefly run over the events of the past year. In no year has there been so many additions as during 1885, and several houses long identified with cycling have gone out of business. The pioneer firm, latterly doing business under the name of the Cunningham Company, after struggling precariously for some time, finally succumbed.

The immediate cause of suspension was due almost entirely to the trouble it had with the government. The cash payment to settle the affair was so large that the concern was greatly crippled, and its resources were not sufficient to allow it to compete successfully with the rest of the importers. Mr. Weston has become identified with a supply company bearing his name, and having its locus in Cambridge, but just what the company proposes to do has not been announced.

R. V. R. Schuyler, for several years the principal dealer in New York, retired from the lists early in the year, and has not been heard of in connection with cycling since. Latta Bros. announced a complete line of cycles made by Hickling & Co., embodying several new features but they evidently did not meet with anticipated success, and soon ceased to be classed among our importers.

S. T. Clark & Co., of Baltimore, for a long time the agents for the Coventry Machinists' Co. and others, were quite generally supposed to have gone out of business, but in reality were only clearing up their affairs, preparatory to handling a line of machines new to this country. Mr. Clark has but just returned from England, where he secured the control of the "Rapid" and other cycles made by the St. George's Engineering Co. The peculiar feature of the "Rapid" is its new tangent wheel, which is pronounced to be wonderfully strong.

The most important addition to the dealers' ranks was that of the Coventry Machinists' Company, which in the spring sent over from England its own representative, in the person of Mr. Gaskell, and a corps of assistants, to establish a branch house in this city. W. B. Everett, a well-known Boston wheelman, secured the control of Singer & Co.'s productions, and taking the old stand of the Cunningham Company, early opened with a complete line of machines. Spalding & Co., of New York and Chicago, went largely into the cycle business, putting out some specialties built by Hillman, Herbert & Cooper, and handling the Kangaroo, with Wm. Read & Sons. G. D. Gideon established an agency business in Philadelphia, and became the sole importer of the famous Invincibles, made by the Surrey Machinists' Company, which were first brought out by the Cunningham Company. L. H. Johnson furnished an opportunity for Humber & Co. to introduce their productions to the American market. J. A. R. Underwood, another

old-time racing man, brought out the Quadrant tricycle, and latterly has announced the Rover safety.

The result of these numerous additions has been a little overcrowding; and though more machines have been sold than in any year previous, the receipts were divided among a much larger number. Nearly every prominent manufacturer in England is now represented here, and instead of being nearly a year behind in regard to novelties, we receive promptly the latest output direct from the factories. Our own manufacturers have gone on improving their machines, so that the difference between an imported and home-made bicycle is not worth considering. An important trade move was the appearance of a new American bicycle, made by the Overman Wheel Company. This company removed its headquarters to Boston in the spring, so that with the other additions it became even more than ever the trade centre.

In connection with this company, it is interesting to note that it does not pay royalty to the Pope Manufacturing Company. There have been several announcements of what was going to be done, but with the exception of one or two sample machines, no new makers have done anything worth recording.

This is a very brief survey of the principal trade movements, though there have been no end of novelties in the way of accessories placed on the market by enterprising firms. The tricycle has not had much attention paid to it by our makers, though the Pope Manufacturing Co. brought out a two-track, and announce a new three-wheeler for next year. Anything else that has been done was simply in the line of improvement of old models, unless we except the American safety, made by Gormully & Jeffrey, of Chicago.

MACHINES.

Leaving the makers and dealers to their own devices, and busy in preparations for next season, which promises to be a better one than the last, we will glance briefly at the machines themselves. The ordinary bicycle, while still the popular mount, and occupying the premier position among wheels, has been deserted by many old friends. In fact, in some quarters, the tricycle and the safety are having it quite to themselves. As might have been expected, the bicycle proper has been hardly changed in construction. The general tendency has been to make the forks a trifle heavier and with a little more rake, and very recently larger cranks for all machines have become fashionable. This is probably the outcome of Furnivall's success. He rode even on his racer with an uncommonly long throw, and naturally many want to imitate him.

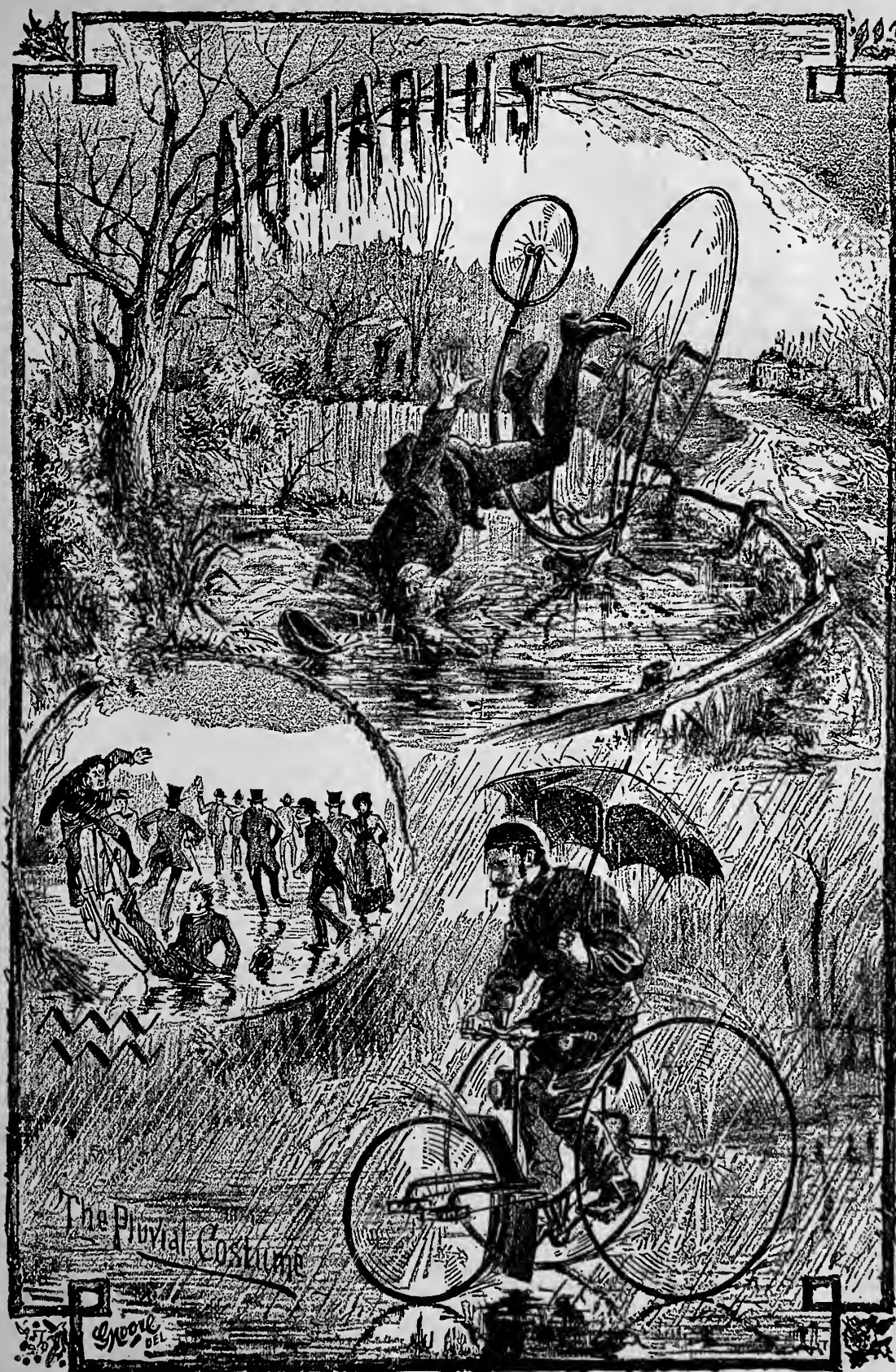
On geared machines, six and a half to seven inches is not an unusual length. We believe on the bicycle a crank one tenth the diameter of the wheel will be found about right. Curved handle-bars are now almost universally adopted, and

spade and gimlet hand-holds are gaining in favor. Some few bicycles have increased the size of their rear wheels. Substantially, however, the bicycle has not been changed since a year ago, and it may fairly be said that it has about reached perfection.

The tricycle, on the other hand, has been greatly changed and improved, so much so, in fact, that we feel inclined to particularize somewhat. When we wrote our review of 1884, we alluded to the T frame as an innovation to be tested. It has been found thoroughly reliable, and as a result the loop frame and side gearing has been almost entirely abandoned, and the central gear substituted. The driving wheels have been generally reduced in size, 40 to 46 being the most popular, with a tendency in favor of the former. A gradual increase in the diameter of the steering wheels is due without doubt to the success of the Quadrant, which was the first tricycle to make a radical departure in this respect, in fact, up to within a few months, it was the only tricycle with a steering wheel over 22 inches. Next year will see a large number of machines with 24-inch steers, and we hear of some of 26 inches. We are not informed what devices will be used to carry the larger wheels. The wheel base has been lengthened until it is not uncommon to find machines with base 39 inches long. The rack and pinion or side steerer has been the favorite, but the side steerer is rapidly giving place to the bicycle steerer. The weight has been quite generally reduced, and big-wheeled heavy tricycles have become things of the past.

The four popular types are the Quadrant, Ranelagh Club, Crippler, and original Humber. The latter is still very popular in England, but has not found many admirers in this country.

Two-trackers have met with a good sale here, especially in the West. Tricycling has made a decided advance, due largely to the great improvement in the construction of three wheelers. The greatest stride, however, has been in dwarf bicycles. The undoubted success of the Kangaroo, and the large sales reported from the Premier Works, awakened the makers, and nearly every one immediately put out a more or less faithful copy. As a result, the market was flooded with a lot of machines, whose only merit, if merit it is, was the smallness of their wheels. A great many of these were sold in England, but very soon they received a check, as the public readily saw that they possessed but little merit where safety was required. Some few makers did not follow in the wake of the Kangaroo inventor, but struck out for themselves, and the Rover, Humber, and Pioneer type were introduced. The craze for safeties has done no harm, although the tricycle trade was somewhat affected. It has, in our opinion, done good, and next year, we think, will see a steady demand for good safeties. The other novelty developed has been the tandem tricycle.



The sociable, in spite of some earnest supporters, has not been able to hold its place, and while undoubtedly a very comfortable sort of machine to toddle about on, does not fill the wants of the average cyclist. The tandem is the popular double, and the demand for them has been very gratifying to the makers. As all the English makers are turning out a tandem, the dealers here will present a good assortment to choose from. The types are Humber rear-steerers and front-steerers. Nearly all are convertible to single machines.

Of course, in a review of the year we are limited to what is past, but when we publish our annual Trade Outlook, we shall have many new and interesting things to inform our readers of. The dulness of all kinds of business throughout the country has doubtless had its effect upon the cycle trade, but those who have withstood the brunt of the past year will do better next.

RACING.

The tangible results in racing are shown in the tables of records, which give new figures to the amateurs for every distance from one quarter to one hundred miles, and leave few old ones in the professional tables. It is true that nearly every one of the records now standing were not made in competition, and it is also true that, if we leave out of question the time records, our tables will show many new figures made in 1885.

Early in the year the Racing Board formulated a new code of rules, materially different from those of the preceding year. The new rules were submitted to a special committee of the N. A. A. A., and that association adopted them for the government of the bicycle racing at the tournaments under its jurisdiction. There has never been any conflict between the L. A. W. and N. A. A. A., but there was a lack of harmony until the agreement was entered into regarding the rules, and now the most cordial relations exist between the two.

The first important tournament of the year was that at New Haven in June. Here was won the twenty-five-mile bicycle championship, in which many new records were made; and Hendee lowered the quarter, half, and three quarter mile records the same day.

The championship races at Buffalo attracted a very large crowd, but they were not so successful as they would have been had they been run on a first-class track. The rules of the League make it incumbent upon the Racing Board to hold the one-mile championships at the time of the annual meet, but the League does not consider the question of a track when it locates the place of meeting, and the result is that the most important championships of all have to be run under the most serious disadvantages.

As in former years, so in this, the eyes of the racing world were kept steadily on Springfield and Hartford during the summer, and although Rochester, Cleveland,

Memphis, Utica, Brooklyn, and Woodstock held tournaments, they were looked upon as mere training grounds, to fit men to try their powers with the giants of the monster tournaments. It is a case where the big fishes eat up the little ones, for few tournaments can offer the attractions that Hartford and Springfield offer, and the best goes to them.

The foreign invasion was larger this year than ever before. Attracted by the advertising value of the tournaments, every large manufacturer was represented by a racing amateur, and the best aggregation of racing talent the world ever saw was gathered at the fall meetings. The racing men who came over from England were, —

AMATEURS.

Percy Furnivall.	M. V. J. Webber.
Reuben Chambers.	R. H. English.
Robert Cripps.	W. A. Illston.
A. P. Engleheart.	F. Allard.
W. A. Sinclair.	T. H. Lambert.

PROFESSIONALS.

Richard Howell.	Fred Wood.
Robert James.	

Harry Etherington, editor of *Wheeling*, accompanied the English party, and Mr. T. H. Lambert, of the firm of Humber & Co., came over as representative of that firm. An unfortunate accident on the first day and in the first race disabled Geo. M. Hendee and Cola Stone, and they were seen no more on the track. No better men were in the list of racers, and upon these two especially did America depend to meet the English visitors.

The results of the fall tournaments speak for themselves, and need no mention here. They gave us world's records for many distances, and America saw for the first time twenty miles ridden within the hour.

After Springfield came the races at Rochester, St. Louis, and Chicago, which, though successful in a degree, failed to satisfy those who had seen and heard of better things at Springfield and Hartford. It must be confessed that the outside world finds little attraction in cycle racing. Those who have gone to see races have witnessed the processions of wheelmen going about the track in company, and reserving their effort for the last lap. They seldom go twice. When we get settled down to a good system of handicaps, or get the men well classed, we shall hope for a better state of things. As it now is, the tournaments get little patronage from outside wheeling circles. Until men race from start to finish, cycle racing will not be popular with the masses.

The League championships have been distributed the past year, and no two have been held at one place, save the two one-mile events which were run at Buffalo. The League has had made a die from which is struck the medals used in all the championship races, and in no case is a medal allowed to exceed \$50 in value. The following table shows the result of the championships.

$\frac{1}{2}$ mile, — Geo. E. Weber, Springfield, Ohio, 21 July. 1.33 $\frac{1}{2}$.
1 mile, — Geo. M. Hendee, Buffalo, N. Y., 3 July. 2.44.
2 miles, — W. F. Knapp, Cleveland, O., 28 August. 7.10.
3 miles, — A. B. Rich, Brooklyn, N. Y., 20 June. 9.41.
5 miles, — Wm. A. Rowe, Hartford, 3 September. 15.58 $\frac{1}{2}$.
10 miles, — E. P. Burnham, Springfield, 8 September. 30.24 $\frac{1}{2}$.
15 miles, — Geo. E. Weber, Chicago, Ill., 25 July. 51.13.
25 miles, — Geo. E. Weber, New Haven, Conn., 8 June. 1.23.4 $\frac{1}{2}$.
1 mile, Tricycle, — E. P. Burnham, Buffalo, 3 July. 3.45.

After the tournaments came the runs against time by those who wished to gain a place on the record tables. The most conspicuous actor in this scene was Wm. A. Rowe, of Lynn, Mass., who commenced the season as a road racer, and gained considerable reputation in the several road races about Boston in the early summer. At Hartford and Springfield he did little of note, as he took advantage of the rule which allows men in class races until they get a public record, and he was seen in few others than the so-called "duffer" races. In one of these he made the best amateur record for a mile that 1885 has given us in a competitive event, 2.41. But after the tournaments he devoted all his time and energies to a reduction of the figures in the table of records, and as a result he stands credited with every record from one quarter to twenty miles. This result, though it testifies to the remarkable ability of Rowe, also shows what persistency will do. Another record-smasher was Richard Howell, who remained in America after the English visitors had departed, and reduced the mile record to 2.31 $\frac{1}{2}$.

Woodside, Hendee, and Ives have picked up the records left untouched by the faster men, and put their names on the books where the records were comparatively easy to capture.

The action of these record-breakers has brought forward a question which the Racing Board will have to meet in determining upon the acceptance of this kind of record. If they decide that a record is a record, whether made against time or in competition, we will in future see few records on the books the outcome of racing; and if they decide not to put them on the books, we shall not then know just what can be done on the wheel under the best possible conditions.

We are inclined to believe that two tables will be made, — the one of records made against time, and the other of records made in competition.

The end of the year sees a condition of affairs demanding the careful consideration and treatment of those who have jurisdiction over racing matters. The old-time amateur is now a stranger to our racing paths. The man who races for glory alone has given place to the

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paid servants of manufacturers and dealers, and we know of few good riders, in this or the other country, who do not ride to advertise the machine that carries them. What shall be done? To enforce the amateur law in its spirit is no longer possible, and to allow the present condition of things to exist makes the amateur law a farce. The solution of the problem is one of the important questions now before the wheeling fraternity.

ROAD RACING.

Road racing has attracted no little attention the past year, and records for 25, 50, and 100 miles on the highway have been as eagerly sought as records on the path. Notable road races have been held by the Boston, Massachusetts, Cambridge, Lynn, Dorchester, and Buffalo clubs, and a hundred-mile race on the road was an important event in the annual Canadian tour. Many of these have been marred by distressing accidents to the riders and innumerable headers. The annual hundred-mile race of the Boston Club that is looked upon to give us a record for this distance each year, was not a success in 1885, on account of the failure of those in charge to measure the course properly. The surprising time made by the riders was not surprising when it was learned that they had ridden only about 92½ miles.

Runs for the twenty-four-hour record on the road have been also a feature of the year. The following table will show the records made.

200 $\frac{1}{8}$ miles, John Tacy and T. S. Webb, October, 1883. Record standing 1 Jan.

211 $\frac{1}{2}$ miles, L. D. Munger, 31 July, 1885.

233 $\frac{1}{8}$ miles, A. A. McCurdy, 25 September, 1885.

241 $\frac{3}{4}$ miles, F. F. Ives, 23 October, 1885.

241 $\frac{3}{4}$ miles, W. A. Rhodes, 23 October, 1885.

255 $\frac{1}{2}$ miles, A. A. McCurdy, 27 October, 1885.

257 $\frac{1}{8}$ miles, W. H. Huntley, 21 November, 1885.

259 $\frac{3}{8}$ miles, L. D. Munger, 21 November, 1885.

H. D. Corey has ridden 198 miles in 24 hours on a Safety bicycle, and W. H. Huntley 186 miles on a tricycle.

The earlier records were made over long courses, from town to town, but the latter records have been mostly made over courses laid out on good roads and not exceeding fifty miles in length. It has been the idea of the record-breakers to equal the English records, and to do this they claimed the right to go over as good roads as their English brothers did. It is well enough to lay out a course over which to travel, for then the rider can be more easily checked and watched, and the record can thus be carefully guarded; but the courses have been gradually growing shorter and shorter until it is time to call a halt.

MISCELLANEOUS.

A fund for the benefit of the veteran racer, John Keen, has been raised in England. Contributions have been received from leading wheelmen until the fund has reached \$1200.

A winter tour to Bermuda was organized by F. A. Elwell, of Portland, and the successful issue of the affair has led to the announcement of a repetition this winter.

The necrology of the year contains the name of Samuel Conant Foster, the poet, who has left behind him a monument of graceful verse on wheel subjects; and that of Cola E. Stone, who made a good reputation as a racer and a contributor to the cycling press. Mr. C. H. Rogers, of Binghamton, is also missed from the ranks of the prominent wheelmen of New York.

The "Big Four" tourists started from Buffalo, 6 July, and wheeled over Canadian and New York roads. Incidental to the tour was a hundred-mile road race, which was won by Cola E. Stone, in 8 h. 28 min.

The Down-East tour journeyed over Maine roads from Moosehead Lake to Mt. Desert.

The "Little Four" tour, so called, included a cycling journey through England and Wales by four members of the Boston Club.

The steam bicycle of L. D. Copeland was first used successfully on California roads, this year.

A number of professional wheelmen travelled through the South, and gave race meetings at New Orleans, Galveston, Montgomery, Columbia, and other places. They demonstrated the possibility of what we may look for in the future, *i. e.* the racing interests transferred from north to south, following the birds.

The Massachusetts Club completed and occupied its new clubhouse early in March. The house was erected at an expense of \$30,000.

Thomas Stevens started from Boston in April, to resume his trip around the world on a bicycle, having previously ridden from San Francisco.

The clerical wheelman's tour enlisted a party of some twenty-five clergymen, who toured from Niagara Falls to Kingston, in August. The tour was eminently successful, save that fewer participated than was expected.

In England, Mrs. Allen rides a tricycle 200 miles in twenty-four hours; and T. R. Marriott rides from Land's End to John O'Groat's on a tricycle, in 6 days, 15 hours, 22 minutes, thus beating the best record for either tricycle or bicycle.

In the hill-climbing contest at Corey Hill, 24 Oct., eleven riders mounted the hill, W. W. Stall making the best time, 3 24 $\frac{1}{2}$.

The Massachusetts Club have held a lantern parade and a carnival.

England doubted the Springfield records, but has decided to accept them.

4 JULY, Karl Kron received the three thousandth subscriber to his great road

book, and hopes to complete the volume early in 1886.

This is a cursory view of the year's record. It is a creditable showing; for while we can look back with satisfaction on much that has taken place, we can see nothing to call for a sigh of regret. 1885 has passed into history. May 1886 bring to us as much of good and as much pleasure.

EXOTICS

MR. E. OXBORROW, of the *Æolus* Bicycle Club, England, has put in a claim of 267 miles for the 24-hour bicycle record.

SANDERS SELLERS has been seriously ill with typhoid fever.

THE Otto Machine Company of England will wind up its affairs, having lost \$9,000 in two seasons on the venture.

DAN CANARY has been performing in the Christmas pantomime at Bristol, England.

THERE are rumors about London of a scheme on the part of the C. T. C. officials to interest capitalists to the extent of about \$1,000,000, to be used for the construction of a palatial clubhouse, with restaurant, gymnasium, and all the comforts.

It is to be very much regretted that the large and convenient athletic and bicycle enclosure situated in the Belgrave road, Leicester, is likely to fall into the hands of the builder, the town thus losing one of the two beautiful grounds of which it has been able to boast.

THE C. T. C. is to have a new badge. The old one has been pirated and has lost its usefulness. The new badge is a combination of ticket and badge, that has been protected by a patent.

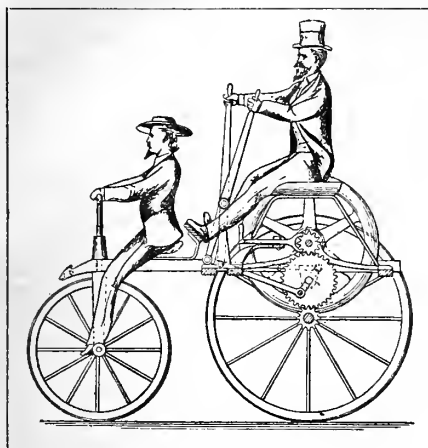
To "Daisie."

MYSTERIOUS lady of the WORLD,
Who has, with pen in hand,
The banner of the wheel unfurled
O'er every cycling land;
Who knows the joys that they alone
Who love the silent steed can own;
We bow before thee, and
Attempt in vain our pride to tell
In one who rides and writes so well.

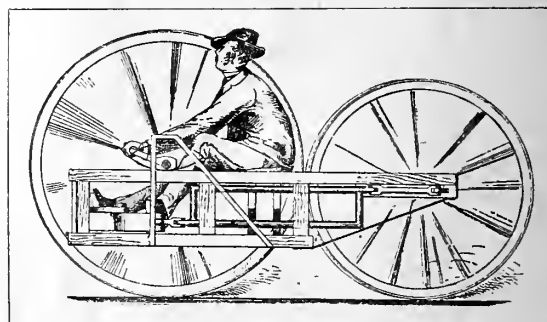
We know not if thou art a wife,
Or whether, fancy free,
Thou ridest o'er the roads of life,
A maiden fair to see.
We wonder if Time's dreaded plow
Has left its furrows on thy brow,
Or if, in careless glee,
Thou laughest at the flood of years
That drowns so many hopes in tears.

As men have failed to raise the mask
Of "Junius" and "Karl Kron,"
Must wheelmen ever vainly ask
Why "Daisie" was anon?
Ah! no; lift up thy veil, we pray,
And let the brightest beams of day
Thy name and face shine on,
That cyclists all, through coming days,
May know to whom they owe their praise!

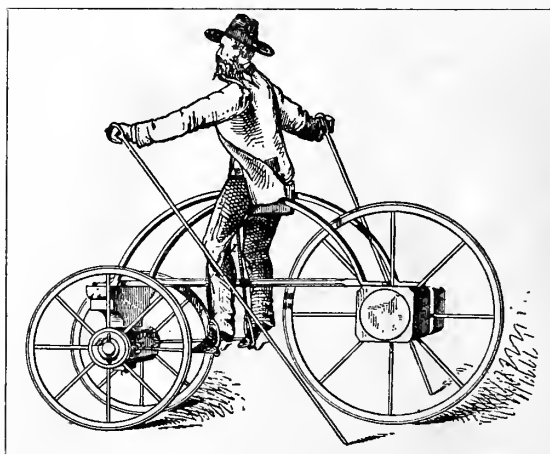
D. C. H., in *Bulletin*.



Number 9.



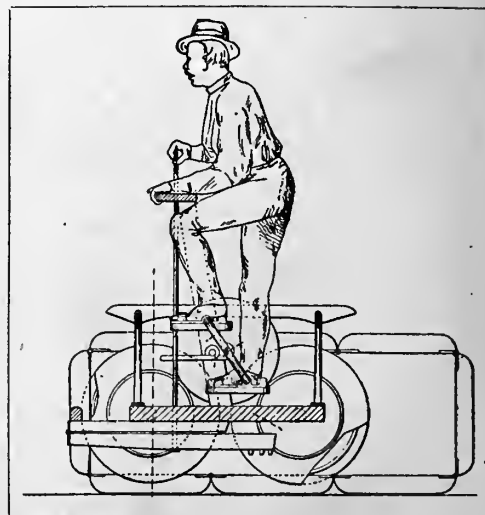
Number 10.



Number 11.



Number 12.



Number 13.

Peculiar Patents.*

Querer Concepts of Inventors regarding the Velocipede.

NUMBER THREE.

TALKING with a well-known wheelman the other day, we were impressed with the value of a character for veracity, for he assured us that it was difficult for him to believe that patents had been taken out for some of the machines we had shown. He accepted our word that no machine had been pictured in any other way than that of reproducing the drawings in the patent files, and we assured him that there were more to come no less amusing than those already printed. A glance at the cuts this week will sustain this latter remark.

Cut No. 9 shows a tandem, for which a patent was issued to S. Wortman in 1869. The forward rider seems to be no more than a helmsman, and the hindermost rider does all the work by the forward and backward motion of the upright levers.

Cut No. 10 is a fast one. A patent was granted on this to Walter Knight in 1875. The rider steers with his feet, and propels the machine by turning the crank. That it is a fast one is shown by the tremendous speed the rider has got up, it being impossible to see the individual spokes.

No. 11 will bear a close study. This was patented by M. E. Croft in 1877. We all know how easy it is to pole a boat, and often when going through shoal water we have found it so, taking an oar and pushing ourselves along. Why not thus propel a tricycle, then? Mr. Croft has grasped this idea, and crystallized it in the machine before us. The rider sits astride the framework with his feet in stirrups. To start the machine, he pushes with both poles, but when the thing gets in motion he alternates. "The rear wheel is flanked by two heavy weights to prevent the machine from wobbling."

Cut No. 12 is a lady's machine, patented by A. Christian, in 1869. That there is fun to be extracted from riding this machine, is clearly shown by the look of intense satisfaction on the face of the rider.

Cut No. 13 will please those who believe in vertical action. Patented by O. T. Gleason, in 1868. The rider is well over his work in this, and his weight drives the machine very largely.

The Great S——.

WE have been reading with eminent satisfaction the beautiful Xmas number of the *Cyclist*. To say that it goes ahead of all its predecessors is to say much, and yet we do not hesitate to give it the best on record. The book is by the same authors who so successfully compiled "Our Camp," viz. Messrs. A. J. Wilson and A. Morrison. The full explanation of "The Great S——" is a

journey through Cyclonia, in which the authors, having been condemned by those who were pilloried in "Our Camp" last year to a term of banishment in Cyclonia, journey through that mystic land in search of "The Great S——," and retail their adventures, and the curious sights they saw accordingly. The illustrations are by George Moore, and are in keeping with the excellent reputation he has gained as king of cycling artists. A full-page illustration faces the calendar of each month, and in these are shown riders on every kind of a machine who are used to illustrate the signs of the zodiac. We give the illustration for the January calendar in this issue. American readers will fail to understand many of the political hits in the number, but there is enough left for them without these. Numerous illustrations aid the text of each article. The get-up of the work is in every respect first-class, and it forms not only an interesting, but a very ornamental book. Not a little interesting are the advertisements. The makers always reserve their announcements for the Xmas number, and in the pages of this one will be found much that is new relating to next year's machines. As we write, our stock of the books is not yet to hand, and orders are coming in thick and fast.

Vigilance Committee.

CONCERNING a recent meeting of wheeling clubs in London, to which the press representatives were not admitted, *Bell's Life* has this to say:—

The result of this secret conference was a resolution to appoint a "vigilance committee," whose duty it will be to look secretly and carefully after those amateurs who are suspected of riding in the interests of manufacturers, and driving them off the path. This is all very well if it can be satisfactorily accomplished, but when this is done we are afraid there would be few amateur riders left. Perhaps we might suggest that the "vigilance committee" should commence by turning their attention to the manner in which those wheelmen who recently visited America were provided with the "ways and means" of so doing. Unless rumor lies, not more than one of the party paid his own expenses, or called upon his relatives to do so. It would far more fully meet the situation if clubs giving race meetings were to come to the determination to cater for both amateurs and professionals.

Substantial cash prizes could be put up, while for those who now so loudly boast that they ride for honor, and honor alone, let there be trophies of merely nominal value. This course of action seems to be the only one left (a return to the old gentleman amateur definition is out of the question), and might bring about a satisfactory result. While the present system of giving valuable prizes is followed, it will pay a man far better to ride as an amateur than as a professional. Take away the temptation to thus com-

pete under false colors, and let the Union lay down a hard and fast rule that no prize for an amateur contest shall be of a greater value than, say 5s., matters will speedily right themselves. Those who wish to ride for honor will thus be enabled to do so, while we shall be spared the farce of seeing men win prizes only to be converted into an amount of coin of the realm far lower than that which they were advertised to cost, at the earliest available opportunity. It really means little else than riding or running for money. The amateur of the present day is a fraud and a sham, and the sooner he is relegated to his proper position, the better it will be for sport.

Kentucky Claims.

A GENTLEMAN of this city, who is now attending school at Princeton, Ky., has been fined for riding a bicycle in the streets of that place. He has been a member of the League of American Wheelmen for two years, and has forwarded his membership dues for next year. In renewing, he notified the secretary-editor of the unjust fine which had been imposed, but no official notice has been taken of the complaint. Two years ago the L. A. W. had a chance to make itself popular in this State, but failed to take advantage of it. Here is an opportunity for it to regain the popularity lost by its failure to assist in a former case. If there is no official notice taken of the Princeton affair, the probabilities are that the cyclers of this State will withdraw from the L. A. W., and form an independent State association. But legal proceedings instituted against the town by that association, would increase the membership in Kentucky many fold. The law under which the fine was imposed has been declared unconstitutional by every Supreme Court in which it has been tested, and with this fact in view, the rider who was fined has the opportunity to make the town pay handsomely for enforcing an unconstitutional law. If backed by the L. A. W., he will probably take advantage of the opportunity. The constitution of no State in the Union delegates to a corporation within its borders the power to prescribe or dictate what kind of carriage or vehicle a man shall use, or what motive-power he shall employ in propelling that vehicle. Let the League take action in this matter, or forever afterwards hold its peace, as far as Kentucky is concerned. — *Louisville Argus*.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Proper Length of Cranks.

Editor Bicycling World:—It is not easy to see why riders in this country have not taken more part in the discussion of this question. It is a matter of

* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.

as great importance to American as to English riders, especially when the general inferiority of our roads is considered.

The proper length of cranks is generally treated simply as a question of leverage, but I have a theory that it is more than this, as I will explain later on.

In the BICYCLING WORLD of 20 November, there is published an article from the *Cyclist* by Henry Sturmey, on this subject.

Sturmey advocates one inch length of crank for every nine inches diameter of driving wheel, as giving the best results. By this rule a 54-inch wheel, or a wheel geared to 54, should have a six-inch crank. In the same letter he instances the Kangaroo as owing its great speed to its seven-inch cranks. But in his "Safety Bicycle" Handbook he gives the Kangaroo as geared only to 56 inches; while if his rule is correct, it should be geared to 63, *i. e.* nine times the length of the seven-inch crank. I have read many letters on the Kangaroo, and all the writers speak of the seven-inch cranks, while no one ever speaks of its being geared especially high, from which I infer that it is not geared higher than 56 inches, if it is as high as that. No one would be likely to ride a machine on the road geared to 63, and not mention the gearing when he wrote a description of his ride for a cycling paper.

A machine with seven-inch cranks and geared to 56 inches, gives a leverage against the rider of exactly eight to one, and this is, I fancy, a better rule than nine to one, which Sturmey advocates.

I have made a table of the length of crank, and the gearing of all the safety bicycles in Sturmey's Handbook, and find the average length of crank is five and four fifth inches, while the average gearing is 53 inches.

This gives a trifle more leverage than Sturmey's rule, but only a trifle.

Now let us see the other side a moment. An examination of the catalogues of the twelve leading tricycle makers of this country and England, *viz.* The Pope Manufacturing Company, Overman Wheel Company, Singer & Co., Surrey Machinists' Company, Coventry Machinists' Company, Rudge & Co., Starley Brothers, Lloyd Brothers, Hillman, Herbert & Cooper, Humber, Marriott & Cooper, Sparkbrook Manufacturing Company, — shows that except for racers, they never gear higher than 48 inches for a six-inch crank, — unless on special order, — and they average even lower. The cranks are nearly always six inches long, and if Sturmey's rule is to be taken as the standard, they should all be geared to 54. The most conspicuous example of the truth of eight to one being the leverage yielding the best results, is the Kangaroo, which is acknowledged to be the leading safety to-day.

Now for my theory that the length of crank which it is best to use, is not a mere question of leverage.

I have noticed in riders and athletes

generally, that the large muscle on the front of the thigh (the *extensor femoris*) is sometimes long, running well down towards the knee, and sometimes short, forming a large bunch in the upper part of the thigh.

Now is it not true that the man with a long extensor muscle can lift his knee higher and take a longer stride, than the man with the short thick muscle? I do not say one is stronger than the other — but merely that it gives freer action, and therefore, that a man who has long extensor muscles will be better suited with a long stroke than a short one; while another rider who has the same length of leg, but who has a shorter extensor muscle, will find a short crank gives him better results and less fatigue.

I have an idea, on which I shall be glad to hear from other men, that riders who prefer the Star to the ordinary bicycle, are men with long muscles, to whom, consequently, the long stroke of the Star is better fitted and less tiring than the more rapid extension and contraction caused by rotary motion.

Furnivall, the English racing man, is a man with very long extensor muscles, and he always uses a six-inch crank in his races, and seems to be able to get speed enough, though I question if he would do so well with a four-and-a-half-inch crank such as most men use in races.

However this may be, would it not be well for some of our own riders to come forward and tell us their experience? There are many men riding to-day who have ridden since 1877 or 1878, and who probably remember the old Harvards and Columbias with their long cranks, and can tell us what they think about the change from six and a half to five inches or thereabouts, which is the fashion of to-day. At all events, why should not the makers be exhorted to fit long cranks on all their machines? Let each crank on bicycles up to 48 inches, have slots long enough to allow a stroke of five inches to six inches — and all machines larger than 48, and *all* tricycles with bicycle cranks, have slots and cranks long enough to allow a stroke of five inches to seven inches. An arrangement of this kind would suit all riders, and I do not see why the makers should object. They can use up their present stock of cranks on small machines and ladies' tricycles, etc. J. S.

"Cyclometer Measurements."

Editor Bicycling World: — I stand by my letter in your issue of the 11 of December. I charged "fraud" on the part of McCurdy. I repeat the charge. I made no charge of wrong-doing on the part of any attendant at the hotel, neither did I suppose there was any at the time I wrote to your paper. Now that Mr. A. E. Pattison "has taken occasion" to champion McCurdy (who has not defended himself so far), it is in order to ask for the detailed statement of the "*so-called*" *Record Race*? particularly the statement relating to the register of cy-

clometers taken on the *first circuit*, and all the details relating to the *last circuit* claimed by McCurdy. I have been requested by parties *not concerned in the fraud* to explain my letter of the 11th. I refused to explain to them, stating that my charge would be proved in the BICYCLING WORLD, at the proper time, and in as broad a manner as the "*Insane Letter*" of "*Boston*" was scattered broadcast, in his paltry endeavor to rob from Huntley and Munger their hard and well earned records, and to prove that all the cyclometers used in the three races must have been wrong.

Mr. A. E. Pattison was one of the parties in whose presence I refused to explain. He heard my reasons for not explaining. He claims reluctance in coming forward in this matter. But he did not hesitate very long after the above-mentioned interview *before deliberately making a misleading statement* in the Boston Herald of 13 December. His reluctance to appear caused him to forget (?) to have his name published along with his statement. If he had signed his name, he would have appeared to be more of a man. He now appears over his signature, but does not prove me to be wrong. Now, if Mr. A. E. Pattison wishes to champion McCurdy, let him cause to be inserted (as Munger and Huntley did) in the BICYCLING WORLD the signed certificates of the pacemakers, now in possession of the Editor. I will then prove all I have charged against McCurdy's record.

JOSEPH BUTCHER.

28 DEC., 1885.

The Chain-Geared Bicycle.

NUMBER ONE.

Editor Bicycling World: — My experience with the chain-geared safety, and its various modifications called dwarf bicycles, leads me to object to the treatment given these machines by Mr. Julius Wilcox in your issue of 11 December.

I would also, as suggested by "43" in the WORLD of 18 December, state the reasons why the chain safety is desirable, as well as why it has in some cases failed to do all that is claimed for it.

I agree with Mr. Wilcox in the main as to size of wheels, and concede that for simple speed on good roads or the track, there is no bicycle equal to the ordinary, with simple crank driving.

Mr. Wilcox affirms that the tricycle is compelled to use a chain gear; he must know that the several lever and ratchet gears used on bicycles are used to some extent on tricycles, and that levers and cranks with connecting rods *a la Facile* have been used on tricycles. The simple fact is that chain gears are almost exclusively used on tricycles, because they have proved the most efficient, and permit the machine to be geared up or down without extra parts or friction, as well as retain the rotary crank action, with all the advantage, and none of the faults of the lever driving. The same applies to the

safety bicycle, and the chain gear will soon be as universally used for the safety as it now is for the tricycle.

Mr. Wilcox would lead the inexperienced to believe that the chain safety must be of small size, owing to an imaginary mechanical difficulty, and that it must be geared up one half or more. The facts are, that the first chain-gear safety to my knowledge was designed for a 62-inch wheel, to enable the rider of a small ordinary bicycle to ride a very large wheel. It was geared down instead of up; the cranks were about eight or ten inches above and in the rear of the axle, thus giving additional safety. This machine was never put on the market, and is cited only to show that the chain principle can be applied to bicycles of any size, and that they may be geared as desired.

Small driving wheels are used simply to render them easy to mount, and comparatively safe in case of accident.

As usually made they are rather heavy, especially if provided with foot rests and mud guard over the rear wheel.

These machines are made for the hardest kind of service, and must be strong, and consequently heavy, to stand it. They may be had, however, of any desired weight, from the twenty-pound racer up. The saving in weight of the front wheel, and some other parts, about equals the extra weight of the driving gear, making the safety no heavier than the ordinary similar grade.

Mr. Wilcox points out the trouble caused by limited space for the crank-wheel bearings, and infers that the several patented devices to overcome this difficulty are failures. In fact, they are not as yet on this market, and in the experimental trials of this season they have proved a perfect success. There has been no serious trouble at this point in machines made by several different firms who went to the trouble of making a special double ball bearing on common-sense principles. I need only say that there is more space between the two rows of balls in the improved bearings referred to, than is used in some of the ball-bearing steering heads that have resisted far greater strains for several years of constant use.

I quote Mr. Wilcox as follows: "The qualities of easy movement and control, hill climbing, suitably for all-round road work, and even of safety, all of which are obviously prime requisites of a safety bicycle, we have heard virtually nothing of. The one claim put forward is that these machines are faster than any bicycle."

The most prominent advertisement of this class in the *Cyclist* to-day, of the most prominently known machine of the lot, does not contain a word by which, if I were a prospective customer, seeking safety and practical utility in a bicycle, I could gather that such qualities are claimed for the machine in question.

Mr. Wilcox has evidently investigated the merits of these machines by *avoid-*

ance, as they have always been put forth with especial claims for safety and suitability for all-round road work, for proof of which I refer to back files of the cycling press.

Sturmeys's Indispensable Handbook, from which Mr. Wilcox gets his statistics, says on page 11, in describing the chain-guard safety:—

"*Contrary to theory, which would indicate considerable loss of power through gearing, these geared-up machines do certainly run with remarkable speed and ease, and can climb hills with equal or even better facility than the ordinary bicycle.*"

I do not know what issue of the *Cyclist* was referred to, but in that of 2 December, the nearest to the date of Mr. Wilcox's letter, I find the machine referred to advertised as the most suitable bicycle for winter riding, and the only real safety cycle extant; followed by a testimonial from a recent purchaser, which says, "for speed, with safety, down hill, I consider it greatly superior to any tricycle; and from the extreme facility of mounting, a consideration constantly to be remembered, I am of opinion that it has advantages over every other form of velocipede in the market. Certain other advantages which it possesses over both the ordinary bicycle and tricycle are sufficiently self-evident."

This seems to indicate claims for something more than speed. Mr. Wilcox doubtless looked in a copy of the *Cyclist* issued soon after the one-hundred-mile road race, in which the chain-gear safety reduced the world's record twenty-six minutes, eleven seconds, and naturally induced its makers to use all their space in making it known.

I have carefully inquired into the extent of sales made by the different kinds of safeties, and believe Mr. Wilcox might better have confessed by *avoidance* instead of *inadvertence*, as he appears to have done; for I find that several English makers have sold more chain safeties this season than they ever sold of any other pattern during its first year; and instead of their introduction here having been a failure, their sales have run well up into the hundreds, and, notwithstanding it is their first season in competition with their old-established rival, far ahead of it in numbers sold. E. G. LATTA.

The Springfield Records.

Editor Bicycling World:—Referring to your comments on my letter in your issue of 6 Nov. 1885:—

First. This is what we ought to have had at first, but the names given do not agree with those given in Mr. Etherington's organ, which gives six names, including a Mr. Fisk, who spells his name without an "e," and Messrs. Hendee, Lawton, and Etherington.

Second. This follows naturally; if the names are published, we can only be guided by American criticism as to American timers, just as you are guided by

English criticism as to English timers, of whom you have no personal knowledge.

Third. Far from it; the gentleman who adds his own name to the list of timers in *Wheeling* of 30 September has himself told us that he disagreed with the other timers at first, as he did not know whether they started their watches at the flash or the report; it rather complicates matters for us when you tell us that it makes no difference "at Springfield."

Fourth. Thank you.

Fifth. Evasive; it could not be a chance allotment that brought three men all of a heap in fifteen seconds better than record.

Sixth. We may suppose that the evidence produced to the racing board included the names of the timers. *Re* Mr. Etherington, the reports in his own organ would lead any one to suppose that he had "all to do with the timing," and his accuracy is vouched for by the American and Springfield press. (See statement in *Wheeling* for 30 September, page 362.) *Re* Mr. Engleheart. I had a statement from him, which he has corrected since the publication of your journal by a letter dated 24 November. But either way he does not claim to be a timer. *Re* Handicapping, for the men to finish as they did, and in "miraculous" time, argues a system. You accuse me of asking a dishonest question concerning "the timer of Maud S." I quoted a statement published in an English paper of 14 October, and asked if the timer in question was satisfied to be anonymous, *in the American press being of course implied.* (See note second above.) Up to the receipt of the Springfield paper, I had found no mention of the timers in the American press, except that in the *Sunday Republican*, which said that Mr. Whipple had done "part of the timing" himself. I therefore emphatically deny that this question was a dishonest one, and would draw your attention to the words "from England" at the end of it; my object was to learn whether the timers' names had been submitted to the only reliable (*i. e.* in this case American) criticism, which I take it is the object of publishing timers' names. *Re* Thompson record. This took place on the Crystal Palace track, and Mr. W. A. Smith could not and did not "run across the field," for the track runs round a lake. What he did do was to walk from one-quarter-mile post to one-quarter-mile post along the inside edge of the track, which is a little over five hundred and three yards in circumference, and he had thus to walk sixty-three yards or so whilst the riders went the four hundred and forty say sixty-three yards in forty seconds; every timer taking fractional distances does this, and the journals which questioned Thompson's record have accepted hundreds of others made in the same way; nay, some of the questioners of the record have themselves walked from post to post checking times in the same way. It is in many cases easier to damage an opponent by imputing to him dishonorable motives, than

to convince him and lookers-on by fair argument; and on this basis, your suggestion that I *personally* attacked Mr. Etherington may be of some service to your side of the question, which must sadly need bolstering up if that sort of "argument" has to be resorted to. Still, I hope that in the future, as in the past, the Coventry journals, and all fair-dealing papers, will ventilate such questions as these without fear or favor. I most assuredly did not attack Mr. Etherington,—I attacked the records of which he chose to pose as the defender. Had any other person placed himself in the same position, my own individual course (a matter possibly of small moment) would have been precisely the same, always supposing that such "other person" was no more or less qualified to speak with authority than Mr. Etherington. Your correction of Mr. Etherington's statement in *Wheeling* of 30 September, that he was a timekeeper, leaves matters thus: Until the arrival of the *Springfield Gazette* in England, the cyclists of this country were not informed officially of the name of a single watch-holder, and, more important still, did not know whether those names had been published in the American press. I have awaited the receipt of some papers with the timers' names published prior to the issue of the *Gazette*, but none have come to hand. Mr. C. H. Potter's letter, in your issue of 13 November, interests me, because I take it as a good sample of the class of "argument" alluded to above. Passing by the remarkable and as yet unexplained fact that with "almost ridiculous methodical" judges and three scorers at work, there was some misunderstanding as to the position of Mr. E. P. Burnham in the hour's run, I will confine my remarks to that portion of the letter commencing, "By the way, pray tell me, *Mr. Cyclist*, how did you find out the fact that it was the general impression that something must be wrong with the watches, when yours was the first account of the races published in England?" *Et sequitur?*

I will explain. The *Cyclist's* special cablegram was out on Friday morning, and in the hands of the cycling public on that date, viz. Friday, 11 September. On Saturday, 12 September, for example, the "records" were the main subject of discussion on the track at Weston-Super-Mare, and at the hotel there in the evening. They were talked over at Ripley, and at every other cyclists' rendezvous, on Sunday, 12 September; and on that day I, in the west of England, received three letters from London, Cambridge, and Reading concerning them. On Sunday I myself wrote at least a dozen letters about them; and, in short, the discussion was general, from Land's End to John O'Groat's, on 11, 12, and 13 September. Now please mark this: the expression which Mr. Potter is good enough to hang his diatribe on, occurs in an article in the *Cyclist* of *sixteenth September*, page 1195, or no less than five clear days after the "first account" was in the hands of

the waiting wheelmen. Matter received at *Cyclist* office on Tuesday, 15 September, early, would have found admission; and I can state that the editor of the *Cyclist* did receive such reports and letters as would support such a statement as that quoted. I for one communicated to him the sentiments of the racing men and sportsmen representing the whole of the west of England assembled at Weston-Super-Mare, and doubtless many others did the same in other districts. Thus Mr. Potter's strongest arguments, and his flowing periods based thereon, about "pure jealousy," etc., fall hopelessly to the ground.

Concerning the state of the track, *Wheeling* says, 18 Sept., "Unfortunately the fine weather of the opening day did not continue, and there was a good deal of wind and rain about," whilst the *Cyclist* cablegram said there was rain all night. We can only depend on reports.

Mr. Fred Wood has sent a letter to the *Cyclist*, categorically denying the alleged conversation with Mr. H. E. Ducker, whilst the argument is an absurd one, seeing that Wood's employers are quite as large supporters of the *Cyclist* as any other firm; in fact, the thing is unreasonable on the face of it.

I must apologize for the length of my epistle. It at least shows that we take an active interest, this side, in cycling.

G. LACY HILLIER.

7 ANERLEY PARK, ANERLEY, S. E.,
LONDON, ENGLAND, 5 December, 1885.

[Mr. Hillier lays great stress on the fact that the name of not a single timer at Springfield was known until the October *Gazette* reached England. The *WORLD* published the name of the chief timer in its account of the tournament. (See issue 18 Sept., page 471.) At Springfield, the clockers and starter were so near together that there was no appreciable time taken for the report of the pistol to reach the timer. This is why it made no difference whether the watch was started at flash or report. The words "in the American press" were an unfortunate omission, and we are glad to note that by implication Mr. Hillier admits that he knew who the timer of Maud S. was when he asked if he was content to remain anonymous. We did not publish Mr. Robinson's name in our report, because we merely gave the chiefs of the departments. Mr. Whipple had charge of the timing department, and under his immediate direction and supervision Mr. Robinson worked. In the *Cyclist* of 30 September there appeared extracts from the *WORLD's* report of the tournament. That report gave the timer's name. The paper was complimentary enough to quote us as a good authority, but it has always claimed that the name of the timer was unknown.—ED.]

Some Points on Safeties.

Editor Bicycling World:—I second the motion of your correspondent "43" in favor of a discussion of the relative merits of safety bicycles. Perhaps my

opinion will not go for much, but I will nevertheless put myself on record as a thorough believer in safeties. It is nearly eight years since I first put my timid foot on the step of a bicycle, and under the kindly offices of my friend Pitman, wobbled round and round the old hall on Pearl street. Since then I have had a varied experience with bicycles and tricycles.

But, notwithstanding my years of cycling, I am still a novice on safeties, though I expect before spring opens to know more about them. My first safety was the Facile. I did not ride it long enough to get the best results, but I rather liked it, and have often wondered why it is that so few of them are seen about Boston. "43's" hint that they are not fast is certainly repudiated by the road records that have been made on them. But let us discuss this question with critical detail, so that those who are inclined to go in for a safety, may intelligently make up their minds, and order their machines early in the season.

It has been clearly demonstrated, and is now generally admitted even by interested parties, that a mere reduction in the size of wheels does not produce a safe machine. Something more is needed. A bicycle differing only from the ordinary in that the driver is reduced in size, and the forks extended towards the ground for the purpose of holding gears and cranks, is really no safer than the ordinary bicycle. It is doubtful if it is as safe, for the large wheel would roll over obstructions that the small wheel "balks" at. Of course, some of the weight being thus placed below the centre of gravity, produces a certain element of safety, and the feeling of security one feels in being near the ground gives confidence to the rider. When the back wheel is increased in diameter, so that it extends well in the rear, a step in the right direction has been taken. If the fork is placed back of the centre of the front and driving wheel, as on machines using the Kangaroo patent, the weight is thrown more on the rear wheel, and the liability to headers is decreased. But in such machine the trailer must be of good size, or one's spinal column will suffer from excessive vibration.

I used last winter a Kangaroo, kindly loaned me by the Boston agents, and knocked about a good deal upon it. Well muffed up, I braved the coldest days and took many a spin across the frozen waters of Dorchester Bay. I pounded about up and down curbstones and had no headers. I spun along the snow-covered roads in friendly competition with many sleighers, and did lots of things I would not have done on my ordinary, which lay unused all winter, and was sold in the spring. I enjoyed my rides very much, and the principal fault I found with the machine was its tendency to slide from under me on slippery surfaces. I did not discover this until I tried to ride on the ice against a very strong wind. I then found that the power-re-

quired to propel the machine forced the wheel from under me. The only way I got home without walking was by "tackling," to use a nautical phrase.

I had a very short ride in England on one of these wheels in company with Mr. Hillman, the inventor, and thoroughly enjoyed caracoling over some rough back streets and lanes in Coventry. I never did any very fast riding on this type of cycle, but I understand that it is difficult to keep the front wheel from wobbling, when running at a high rate of speed. The strain on the bearings at the lower fork ends has made them a source of annoyance, owing to the uneven twisting strains, but I see by the last *Wheel World* that Bown has invented a bearing which overcomes this objection, and at the same time narrows the tread. The necessity of using two chains is an objection to this type. I think, however, that it is only fair to say that a well-made Kangaroo with a large trailing wheel makes a very handy mount. I found it such, especially for night riding or during the winter, and though all my rides were short ones, I experienced no unpleasant vibration.

With a view to purchasing, I have been casting about me for the best safety, and finally picked out the Rover as containing more good points than any other. I expect to receive it in a short time, and hope to give it a trial during the winter. I do not think there is one in this country as yet, but if there is, I should very much like to hear the opinion of its rider. The points I liked about the Rover was the combination of 36 and 30 inch wheels, which should practically do away with all vibration; the fact that the driving wheel was not the steering wheel; the length of wheel base, which is longer than on any other machine; the position of the pedals, and its absolute safety. Its record shows it to be fast, and Stanley and Sutton are reputed to turn out very good work.

I have jotted down these points on safeties, because I believe there is a big field for them in this country. In many parts of this great land of ours, the roads are not good enough for the tricycle, and so poor that a rider of the ordinary bicycle is kept on the anxious seat, provided he can stay in the saddle at all. I hope others will tell the readers of the *WORLD* all they know about safeties.

LONDON W.

The Facile.

Editor Bicycling World:—Your correspondent, who signs himself "43," evidently tries to be facetious about the "little Facile," as he calls it. I have ridden the crank, and I now own a Facile, which I find to be everything that is claimed for it. For ordinary country roads, it cannot be surpassed, and it is neither slow nor tiresome. It might be well for "43" to learn, before he pretends to criticise, that the Facile is not necessarily a geared machine. They come with or without the gearing attach-

ment. Without being positive, I would be willing to wager a good sum that "43" is a "maker's amateur."

L. A. W., 3,932.

CURRENTS CALAMO

HAPPY New Year!

THE WORLD wishes everybody a Happy New Year.

WE have a good wish for all our friends, and all our enemies, if we have any.

WE have a Happy New Year wish for all whom we have pleased and all whom we have offended.

WE wish a Happy New Year to all dealers, to all tourists, all racing men, including the m. a's.

WE wish all our correspondents a Happy New Year.

WE wish all our exchanges a Happy New Year.

WE have a Happy New Year for Henry Sturmev and Lacy Hillier. We have been at loggerheads the past year, but now we are all right again.

WE have a Happy New Year for Faed, our English correspondent.

WE have a Happy New Year for McCandlish, for Etherington, for Percy Low, for Tom Moore, for Griffin, for Fox, for Cordingley.

WE wish very many Happy New Years for Fred Jenkins, for Aaron, for Baird, for Ducker, and Hal, and Dodge, and all cycling writers.

WE have a Happy New Year for Daisie and By-the-Way.

WE have a Happy New Year wish for all officials of the L. A. W. and C. T. C.

BUT wait a minute, — we've got everybody on the list. May happiness dwell in all our tents, to the exclusion of all and everything to allay it.

THERE was a merry gathering at the Boston Club's house on Christmas day. The spread provided was done ample justice to, and the house was crowded all day long.

SEVERAL wheelmen showed the wonderful fascination of the wheel by a trip on Christmas day. They all declared that it was not cold, and that they had a splendid time.

S. G. WHITTAKER, of St. Louis, had a benefit on Christmas night in that city.

GEORGE E. HUTCHINSON, the fancy bicycle rider, has issued a challenge to ride any bicycle or unicycle or buggy wheel rider in the United States a series of exhibitions for from \$500 to \$1,000 and the championship of the United States, to be contested in rinks which may be mutually agreed upon.

THE Oregon legislature recently passed a law to the effect that tricyclists and bicyclists must stop riding whenever they approach within one hundred yards of a team, and after dismounting, remain standing until the team has passed. The

wheelmen of the Portland Bicycle Club are to contest the validity of this statute.

ON Tuesday evening, 15 December, four members of the Buffalo Ramblers played a game of polo on ordinary bicycles. The game was marked by many collisions, though few bruises resulted. It was the unanimous opinion that there was more fun in polo on wheels than on skates, and not one half the danger.

It is reported that the Brockton Club's drill squad has disbanded. The members are getting sick of the constant practice necessary to keep in trim for exhibitions.

CHARLES E. BUELL, of Springfield, has been awarded a patent for a tricycle propelled by compressed air. He has assigned a third interest to W. B. Cooley, of Easton, Pa.

VICTOR PLACE has come to be set down as a "cow-boy wheelman." We doubt if Victor ever drove a cow in his life. He has been out in New Mexico digging silver out of a hole in the ground. Why not call him a "silver-plated wheelman," if he must have an adjective? It would come nearer to the truth than the cow-boy idea.

THE League will publish a handbook 1 February, and the *Bulletin* is now running some of the articles to be contained in it.

VICE-PRESIDENT TERRY says it is not feasible to incorporate the League.

WE give our readers more pictures this week. We propose to keep this up. Our best picture this week is appropriate to the new year. It is that which illustrates January in the "Great S—," and it shows a dampened but not disheartened rider of the Quadrant tricycle pedaling along in weather incident to this season. The bicycle rider is in an ice predicament.

THE *Outing* magazine is hereafter to be published in New York. Rumors to this effect have been circulated for some time past, but it was not until last week that the matter was finally settled. Mr. Poultney Bigelow, an ex-editorial writer on the staff of the New York *Herald*, is to be editor, and he is to have associated with him Theodore Roosevelt, Cleve Dodge, and several other gentlemen of ability. The January and February numbers will be issued in Boston, but the March issue will come from New York. A new company has been organized, and its New York officers will be at 140 Nassau street. Mr. Schumacher has been elected secretary and treasurer. Mr. Dodge, the present editor, will not be connected with the magazine. Mr. Aborn will probably retain his connection, and represent the company's interests in Boston. Col. Pope still retains an interest in the magazine.

MR. CHARLES RICHARDS DODGE, who retires from the editorship of *Outing* with its transfer to New York, has declined editorial connection with the magazine under its new management, preferring to remain in Boston.

ACME COW HORN HANDLE BARS

able projection, and fitted with adjustable set screw and lock-nut to instantly take up all rattle and play in the brake lever. Add greatly to the appearance of a machine. Sell to expert riders at sight. Can be attached in a few moments by any one. Price, complete, with brake lever to match, \$6.00 per pair. Sent by express, C. O. D., on receipt of \$1.00 to guarantee charges. Old bars taken at \$1.50 delivered at Peoria, making net cost \$4.50, whereas the price of Cow Horn Bars, when furnished with new machine, is \$5.00. Large illustrated catalogue of bicycles, sundries and second-hand wheels, free. Our terms of easy payments will be found interesting to every wheelman, as friends can be induced to purchase and ride who would not buy otherwise. No extra charge except for interest.

GEO. W. ROUSE & SON, 9 G STREET, PEORIA, ILL.

FOR THE EXPERT COLUMBIA.

Handsome tapered, heavily nickelled, same shape as the Royal Mail. Brake Lever Bracket brazed to the bar with no objectionable projection. Price, complete, with brake lever to match, \$6.00 per pair. Sent by express, C. O. D., on receipt of \$1.00 to guarantee charges. Old bars taken at \$1.50 delivered at Peoria, making net cost \$4.50, whereas the price of Cow Horn Bars, when furnished with new machine, is \$5.00. Large illustrated catalogue of bicycles, sundries and second-hand wheels, free. Our terms of easy payments will be found interesting to every wheelman, as friends can be induced to purchase and ride who would not buy otherwise. No extra charge except for interest.

BICYCLES ON EASY PAYMENTS.

RACING NEWS

PROFESSIONAL challenges are flying about as thick as mosquitoes in August. The most ponderous problem in the professional world, is that which relates to the championship of Canada, and strange to say, it is never debated in Canada. Americans are fighting for the title.

MINNEAPOLIS, MINN., 23 Dec. 1885. — A 50-mile bicycle race between W. M. Woodside and T. W. Eck was run at Washington rink to-night. Woodside gave Eck three miles the start. The former was taken with cramps in the stomach at the thirty-fourth mile, when he was two minutes ahead of the record, and was obliged to slow up. He only lowered Eck's start to 2½ miles. Woodside's time was 5 miles, 15.34; 10 miles, 30.52; 20 miles, 1.4.2; 30 miles, 1.37.56; 40 miles, 2.13.27; 50 miles, 2.56.34½. Eck surprised all by clinging to Woodside's wheel for twenty miles.

Eck writes that he has deposited \$25 with the editor of the *Minneapolis Tribune* in support of a challenge to Neilson to ride ten miles, one hundred miles, and twenty-six hours for a good stake.

A SIX days' twelve hours per day race is announced to take place at the Washington Rink, Minneapolis, commencing 25 January. The riders are to receive a portion of the receipts.

ST. LOUIS. — The Ramblers' races at the Globe last Saturday were a great success, and took the audience by storm, especially the last one, a three-mile handicap, in which Whittaker gave Hart one and a half laps, Lewis two laps, Morris two and three quarters, and Oellein three laps. This race set the people wild. They climbed up on the chairs and literally howled as the boys dashed around at a rattling gait that showed each man was intent upon winning. Morris proved a genuine surprise, finishing first, one and three quarter laps ahead of Whittaker. Whit was too heavily handicapped, and came in last, Hart second, Lewis third, Oellein fourth. Morris' time, from the two and three-quarter mark, was 8.32. Whit only gained one lap on Morris. The same evening Percy Stone gave Felton, skater, one minute in a two-mile race, and won easily by one third of a lap. Greenwood and Klipstein's fancy riding was also a highly appreciated feature of the evening. The Ramblers hold a similar entertainment every Saturday evening at the Globe throughout the winter. — *St. Louis Critic* 26 December.

WHEEL CLUB DOINGS

THE Portland (Or.) Club recently elected the following officers: President, G. Breck; secretary and treasurer, C. C. Newcastle; captain, F. T. Merrill; lieutenant, Harry Hogue; bugler, C. W. Scott.

THE Citizens' Club, of New York, at their last meeting, admitted nineteen members, making the total membership ninety-nine members. The limit is one hundred.

THE Norristown Club has elected these officers: President, George R. Kite; captain, W. Wallace; first lieutenant, W. C. Lewis; second lieutenant, H. E. Gammons; secretary, J. Craig Crawford; treasurer, W. H. Richardson; bugler, H. M. Ebert.

THE Yale College Club, now numbering forty members, and clear of debt, held its annual election last week, with this result: President, G. P. D. Townsend, '86, S.; secretary and treasurer, C. Adams, '87; captain, J. S. Kulp, '87, S.; lieutenant, D. D. Bidwell, '86; bugler, E. M. Youmans, '88.

THE Genesee Club, of Rochester, N. Y., on 15 December, elected the following officers: President, Robert Thomas; vice, Abner B. Rapalje; secretary, Gordon S. Montgomery; treasurer, Henry Goetzman; captain, Martin V. Shafer.

HARTFORD, CONN., 22 December. — No pleasanter social affair has occurred in Hartford for a long time than the "afternoon tea" and reception by the Connecticut Bicycle Club, from five to eight o'clock this evening. The club has very handsome and artistically furnished club rooms on the second floor of the Opera House building, and spacious enough to accommodate quite a large assemblage. Other entertainments have been given by the club in the past, but this was designed mainly in honor of the lady friends of the members, and for the occasion the usual order of things was reversed, and it was the gentlemen who served the tea, chocolate, etc., from the tables in the improvised dining-room. In an adjoining room an orchestra furnished music. It was a select affair, and the best society of Hartford and adjacent places was fully represented. Bicycling friends of the club were present from Meriden, Middletown, Springfield, and Boston. Dancing followed the "tea." The club was assisted in the reception of guests, by Mrs. Stephen Terry, Mrs. J. Watson Beach, Mrs. P. H. Ingalls, Mrs.

C. H. Lawrence, Mrs. C. H. Longley, and Mrs. Stephen Goodrich. The club reception committee consisted of Stephen Terry, vice-president of the L. A. W., A. H. Bradley, A. J. Welles, Dr. George L. Parmele, F. H. Hubbard, and Charles E. Chase.

GREENFIELD, MASS. — The Berkshire County Wheelmen, having revised their by-laws, made it necessary to elect new officers for six months beginning 1 Jan. 1886. The officers elect are as follows: President, E. H. Kennedy; vice-president, E. P. Stevenson; secretary, W. S. Kells; treasurer, H. G. West; captain, C. C. Kennedy; first lieutenant, W. H. Sheridan; second lieutenant, G. Greenfield; bugler, C. E. Taft. We are planning an entertainment to be given at the rink, 6 January. SEC.

LEOMINSTER, MASS., 21 Dec. 1885. — The whist tournament held by the Leominster Bicycle Club has just been completed, Messrs. Bates and Tyler taking the first prizes, — a silk umbrella and a travelling bag, — winning twelve out of fifteen games, and 351 points out of a possible 375. Messrs. Lockey and Nickerson and Chase and Cook tied for second place, one game was played to decide which pair would have the silver-headed cane. Won by Lockey and Nickerson, by a score of 25 points to 17. The tournament has tended to greatly improve the playing of the participants, and all are eager to have another one started. Following is a complete schedule of games played.

	B. & T.	L. & N.	C. & C.	N. & M.	J. & T.	P. & B.	Games Won	Total No. Points won
Bates and Tyler.....	1	3	3	2	3		12	351
Lockey and Nickerson.....	2		1	1	2	2	8	308
Chase and Cook.....	0	2		1	3	2	8	316
Nixon and Munsie.....	0	2	2		2	1	7	317
Joslin and Tenney.....	1	1	0	1		3	6	296
Pulnam and Burdett.....	0	1	1	2	0		4	268
Games Lost.....	3	7	7	8	9	11		

EDWARD MUNSIE, Sec.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks

can be obtained by forwarding a stamped addressed envelope to the State consular office of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Jas. W. Barnes, 800 Broad street, Newark, N. J.; V. H. Muller, 102 East 14th street, New York, N. Y.; F. M. Knight, 32 Park Place, New York, N. Y.; Frank H. Adams, 237 West Canton street, Boston.

Lallement

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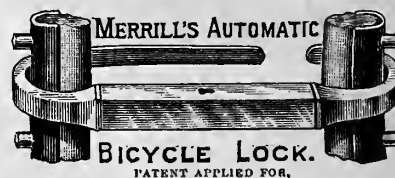
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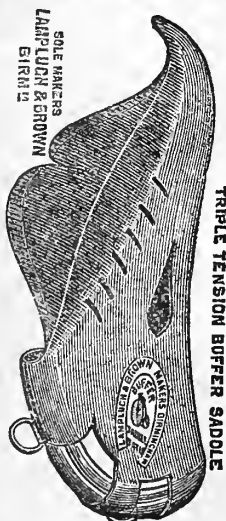
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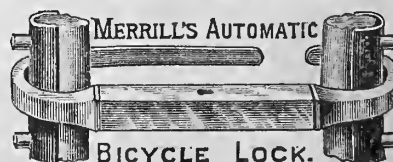
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BOSTON, 8 JAN., 1886.

THE L. A. W. AND THE LAW.

IN the last number of *Outing* is a letter on the L. A. W. and legal rights. It suggests, and the suggestion is a good one, that the League, now that its organization and treasury will allow it, should give more attention to championing the rights of wheelmen as a class and as individuals. Of course no organization of the character of the League can undertake to bring suit in every case where personal rights are invaded, but there are frequent occasions where general rights are involved, which, if taken hold of by the League, would greatly increase its popularity, and render it an institution of unassailable benefit. Take, for example, the Milliken case, where a well-known Boston wheel-

man was run into and knocked down on Sunday. The League should have carried that case into the courts, instead of leaving it to two generous Boston clubmen. Then there was the case where an ugly carter obstructed the highway. The League should have looked after that case instead of leaving it to two more Boston club members, who made a complaint and had the teamster fined. The suggestion is that the officers of the State Divisions have charge of these matters. We would recommend to them, in case they decide to take up the suggestion, a plan which would bring about the best results.

Let there be appointed in each State a permanent committee of three, composed preferably of lawyers, to whom all applications for aid should be addressed. They could better investigate all cases than laymen, and then if, in their opinion, the facts warranted the League in prosecuting or defending, could make the proper recommendation to the State officers. The reason we suggest a permanent committee is that the members would become accustomed to dealing with a particular class of cases, and would acquire an historical knowledge of what had been done, which would be of great value to all concerned. If this is not thought advisable, let the committee be elected in this way: One member to serve for three years, one for two years, and one for one year; so that there would always be on the committee some one who was familiar with the method of dealing with all applications for help. For convenience in consulting, these members should preferably be appointed from one city, or at least so situated that they could hold a meeting at any time.

There are enough members of the legal profession belonging to the L. A. W., whom, we have no doubt, would gladly serve on such a committee. The *Outing* article is written by Chas. E. Pratt, and we recommend it most heartily to the L. A. W. as being a matter well worth careful consideration. The League's policy has not been vigorous enough in this matter in the past, but the future lies before it, and it can be made a brilliant one.

One thing can be said to the glory of the L. A. W. They do not recognize the unpardonable sin. Over the water, a man that is once a professional is forever shut out of the amateur ranks. For him there is no return. The League makes it

hard for a man to return, but it does not close the door entirely. We like the American plan.

The American cycling journals are apparently so devoid of original ideas that they are obliged to reproduce their cartoons from the English journals.—*Boston Globe*.

The *Globe* is jealous of any paper that has illustrations. It is better to copy a good thing, than get out such poor pictures as the *Globe* inflicts its readers with.

SOME men have the spunk to say what they mean in public, and do not wait until they get in some out-of-the-way corner before giving vent to their pent-up indignation. Mr. C. H. Larrette furnished a little excitement at a recent meeting of the N. C. U. Council, by boldly saying, "You want us to tell you, gentlemen of the Executive, whom we suspect. I tell you here, before all men, one lot we suspect, 'The American party.'" Now we will see if the Executive will move.

There has been some discussion as to which State Division will have the right of line in the parade, the New Hampshire or the Massachusetts. The former was organized first, but the Massachusetts Division was the first to join the League, so it will be entitled to lead in the procession.—*Globe*.

When and how did the Massachusetts Division join the League? Divisions do not join the League. The Constitution allows the formation of a division in a State where there are twenty-five members, and the rules clearly state—"the divisions shall have precedence according to the date of their formation." The New Hampshire Division was formed 18 Sept. 1882, and the Massachusetts Division organized 21 October of the same year.

THE Ohio Division has put itself on record in opposition to races at the State meets, and favors the substitution of a short tour. The annual meet of the division will take place in three towns. The general plan for the meet will be something like this: Assemble at Massillon, Monday morning, 6 September. There have the business meeting. Be entertained by the Massillon clubs at luncheon, after which give a short parade, and proceed at once, a-wheel, to Canton, eight miles distant. There be entertained by the Canton Club, perhaps by a ball in the evening. The following morning, wheel to Congress Lake, some twelve or fifteen miles north; take dinner there, and in the afternoon wheel to Alliance, some fifteen miles, there to be the guests of the Alliance Club.



"RIVALS."

OUR picture this week is reproduced from the *Wheel World*, and is by George Moore. It was suggested to the artist by the rivalry between the Rover and Kangaroo safeties, which was instanced by the recent struggle for the hundred-mile record.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Genuine Humpers.

Editor Bicycling World:— "That two firms claim to have the 'Genuine Humber' cycles needs some explanation. Formerly Mr. Humber and Messrs. Marriott & Cooper were in copartnership, doing business under the firm name of Humber, Marriott & Cooper. That copartnership no longer exists, and both the firms of Marriott & Cooper and Humber & Co. have the right to manufacture and sell the 'Genuine Humber' cycles as heretofore manufactured under letters patent by the old firm, or enter into any other co-partnership. Messrs. Marriott & Cooper's mechanical and practical knowledge of what is required for road and path riding, coupled with the experience and wide-spread reputation of Messrs. D. Rudge & Co., who now manufacture their machines, is sufficient

guarantee that the material, workmanship, and finish will be of the highest order." Will you kindly insert the above in your next issue, and oblige,

Yours very truly,
STODDARD, LOVERING & CO.

Eagle Rock Hill.

Editor Bicycling World:— Going the rounds of the cycling press is an article giving credit to Kluge for being the only rider except Pressy who has ridden up Eagle Rock Hill, in Orange, N. J. I have seen, in an old issue of your *WORLD*, an account of the climbing of this hill by "Ixion" on a Facile. Won't "Ixion" please tell us what he knows about riding up this hill on several kinds of wheels, without hill-climbing attachments, other than those carried in his shoes?

As he is probably more familiar with this hill than any other wheelman living, will he also kindly give the correct height of the ascent, — the one given (one hundred and eighty-five feet) being evidently very far short of the truth. ORANGE.

NEWARK, N. J., 29 Dec. 1885.

The Facile.

Editor Bicycling World:— In a recent issue of the *WORLD*, "43" wants to hear from the little Facile. Have used it for the past two seasons, and after looking up all the new wheels, find *nothing* that suits my personal wants as well; therefore shall make it my next year's

mount. I find it *all* that Mr. Wilcox claims it to be, — practical, simple in its mechanism, and requiring less power to drive than any wheel I have ever mounted. If "43" wants a wheel for general utility, free from the anxiety of what might prove dangerous falls, let him by all means purchase a special Facile. Will write further of experience and give points if wished for. CLIPPER.

Long Cranks.

Editor Bicycling World:— I agree with M. D. and others, that longer cranks would be better for road riding, especially in the back country, and for those that are not athletic. I notice that even our crack riders dread a long hill, and arrive at the top winded. One of the strongest arguments in favor of longer cranks, is, that ninety-nine out of every one hundred riders ride with their cranks at full throw to obtain all the power possible. Let every rider notice his cycling friends in his vicinity, and see if I am not correct. But before you put a longer crank on your bike (that is, if you can get one, — I have tried and failed), there are a few points to be looked at, or you may meet with disappointment and incur the expense for naught. If you are riding a machine just your size, an inch longer throw would take it out of reach, making harder work, and would be dangerous; yet that could be remedied if the saddle is well up from the backbone, by using a Lillibridge, or

some other that will lessen each. Another point, have you room to spare between leg and handle-bar? A lower saddle will help that some; if not enough, then a cow-horn handle-bar could be used; but the main point with me is, where can I get the longer crank? My crank throw is four and a half to five and a half. I want from five and a half to six and a half throw. The manufacturers of my machine write me they cannot furnish them. 43.

The Chain-Geared Bicycle.

NUMBER TWO.

Editor Bicycling World:—It should be noted that barely a year has elapsed since the first chain safety appeared, and that its evident merit induced nearly every English maker to apply the chain gear to two wheels in some form, and enter the field as soon as possible. These were of all grades and various designs. Many of them are fully equal to the original, while many others are purposely made as cheaply as possible, by using the makers' regular pattern of rear forks and small rear wheels, cranks with thick bosses, brakes, and springs, none of which parts are adapted to the safety. Others used cast sprocket wheels instead of machine cut, as they should, and single ball or cone bearings to crank shaft.

The result has been that those who bought one of these cheap affairs are disposed to believe the chain safety is hardly equal to the claims made for it, and the reputations of the better ones have been injured to some extent. It must be confessed that the best of them were defective in some respects, such as a very wide tread, which not only made them harder to drive, but together with the great rake caused some complaint as to side slipping on wet roads. I am pleased to say that none of the frauds described have been sold in the United States to my knowledge, and the little defects incident to the first introduction of an entirely new machine will be overcome in the machines made by most of the leading makers for next season.

I concede that for the young, active rider on good roads, the ordinary bicycle is preferable to any other for several reasons, such as simplicity of construction, graceful appearance, and speed, unless the safety be made especially for speed, in which case the question would be between the riders instead of the machines.

The extra parts add friction, and the high gears frequently used require so much power as to render their use tiresome on any but the best of roads. A mistake has been made in gearing too high, at least for use in such places as these machines are best adapted to. Excessive vibration is often urged against the safety. When a 36-inch wheel is used with the saddle set close to the head, the vibration is quite severe; but even in that case, the fore and aft motion of the saddle is not so great as with the ordinary, and the vertical rise and fall is just the

same, the difference being that the smaller wheel rises quicker. The actual difference is less than supposed, with a 40-inch safety. The larger rear wheel neutralizes the slight advantages of the larger front wheel in the ordinary; and if the 40-inch safety have its cranks and saddle set well back as they should be for safety, the vertical rise and fall is divided between the two wheels to such an extent that the vibration is actually less than with a medium sized ordinary.

The reasons why the chain safety can compare with the ordinary for speed, and excel it for rough work, are principally the following, which I will describe in the order of their importance.

First. Owing to the smaller size of its driving wheel, it requires less power for its propulsion.

Second. The cranks are set in a more favorable position for the rider to apply his strength and weight than is possible with the ordinary.

Third. The stationary axle forms a solid brace through the hub of the driving wheel, making the front fork perfectly rigid, and causing the wheel to steer better than is possible for any machine in which the axle turns with the wheel.

Fourth. The back lash or necessary slack of the driving chains (at first considered an objection) permits the pedals to be pushed past the dead centre, without driving or waiting for the momentum of the wheel to bring them into position. This apparently slight advantage is of great importance when mounting a heavy grade at a slow pace, yet when going at speed, the back lash is not perceptible, the cranks revolving with the smooth, even motion of those on the ordinary.

Fifth. Their smaller size offers less resistance to the atmosphere,—an important advantage when riding against a head wind, and a matter of no small importance in the case of a rapidly revolving wheel at any time.

Of the various front-steering, rear driving chain safeties, hastily constructed to compete with the front drivers, I will only say that they have some slight advantages, such as a very narrow tread (the principal factor of their success), and great range of adjustment to riders of different size. Neither of these advantages will be in their favor after the advent of the new models of the front drivers.

If the saddle on these little machines were placed midway between the wheels, there would be something in their claims for reduced vibration; but as they are actually made with the saddle over the front part of the rear wheel, and a very small wheel at that, there is no gain in this respect.

The principal claims made for them are greater speed and safety than any other bicycle. The first is contrary to mechanical principles, as shown by the well known fact that it is easier to pull the loose wheel over an obstruction from in front, than to push it over from behind.

The second claim of safety is true to a certain extent, so far as headers are con-

cerned; but owing to their very erratic steering, they are prone to side falls, especially when going at speed. Nothing on wheels can be absolutely safe against headers.

The worst header I ever knew was taken by the rider of a front-steering, rear-driving, so-called safety bicycle, who remarked that hereafter, when he took a header, he preferred to simply come down in front, without going up a few feet to get a good start. They as a class must have a complicated rear-wheel brake or a front-wheel brake deficient in power. Their most serious fault is that the rider cannot steer with his feet when on the pedals. As a class, they are the most ugly-looking machines in use, and very difficult to learn to ride, as well as hard to keep in the road after one has learned. The front driving-chain safety can be had to order, with cranks set any desired distance back of the hub, as well as higher than usual if desired. Small men should, instead of ordering sizes smaller than 40-inch, get them with shorter crank extensions if necessary. As to gears, consider the average condition of the roads you propose to ride on, and your own abilities also. If the roads are good and the rider also, high gears can safely be used; but for the average road, and for such riders as usually take to the safety, it is best to gear about equal to the average size of ordinary bicycle, viz. 52-inch. After a season's experience, the rider can if he wishes easily get an extra pair of sprocket wheels, and try a higher gear. Such a bicycle, made by any one of the English makers represented in the United States, can be relied on as the best all-round machine to be had. It is, everything considered, the least likely to fall. It is the easiest of all bicycles to learn to ride. The steering is simply perfection, and if the rider be equal to his company, it will come in with the head of the procession. E. G. LATTA.

Gear Up.

Editor Bicycling World:—Tell "J Parke Street" to make his cranks six inches long, and gear to fifty inches or fifty-four inches, as he is weak or strong. If he is very strong, he will not find fifty-four too high; and if he is one of the feather weights, he can drive a fifty-inch easy enough. VET.

Gearing.

Editor Bicycling World:—In reply to J. Parke Street's letter of 25 December, in regard to the length of cranks for a light-weight person, in my opinion, I should have a six-inch crank and fifty-two inch gear. I have had some experience in the last four years, and find that the above is best suited for a light weight on roads around Boston DWIGHT.

Tricycles for Ladies.

Editor Bicycling World:—I am glad that "Daisie" is interested in what I

wrote about the "Lady's Humber," for I am sure she would like the machine. I am sorry that I do not know the proper terms to use to describe the lever-steering accurately; but if this catches Mr. Johnson's eye, I am sure he will send the editor an explanation of it.

The types made me say in my letter that the driving wheels were 48-inch. I hope the correction the following week was noticed, for they are only 40-inch.

I think that it is foolish to try to force handle-bar steering machines upon lady riders. They are undoubtedly splendid things for gentlemen, who want to ride hard and fast, and perhaps for persons like Mrs. Allen in England to ride two hundred miles in twenty-four hours.

Lady riders generally use the wheel for health and pleasure, and not for scorching. Therefore I say, give us the lightest, easiest, and best open front machines possible. I have watched the handle-bar steerers in use, and am confirmed in this view. They are very awkward, and unavoidably so, for a lady to mount or dismount from; while my open front machine, of the same size, weight, and gearing, is in every way convenient. The handle-bar steering is naturally favored by a bicyclist, and is possibly a trifle more rigid than side steering; but my lever-steerer obeys instantly the slightest movement of my hand, much better in fact than either the ribbon or rack and pinion steering, both of which I have used.

A LADY RIDER.

Makers' Amateurs.

Editor Bicycling World:—Your recent editorial, quoting Mr. Hogg's views on the amateur question, meets with my most hearty approval, and we commend him as one who suggests a much-needed reform. There has been too much said, in the matter of pure amateurism, by people who have no practical interest in the question whatever, and really know nothing of what they talk. Were they confronted with the spectre of bicycle racing, as it would be to-day if interested parties had not taken hold, built up the sport by casting down the obstacles raised by simple legislators, and freeing it from restraints as far as possible, putting unlimited money into the work, and pushing it to success as a means of advancing bicycling in general, by which, of course, in turn, they are benefited by increasing sales, the modern "crank purist" would shrink aghast.

The remedy is at hand. Let things alone. What is more simple?—in place of making foolish (because impossible to enforce) laws, and causing all parties concerned the trouble of being obliged to conceal their actions where they conflict, let nature take its course, and the matter work itself clear. Then racing will be reduced to a business, and undeveloped talent brought out, which will be fostered openly, to the advantage of all concerned.

Let us draw inferences from outside

sources; for instance, base-ball, the great American sport of the present day. When base-ball was all amateur, there was considerable interest locally, but it was soon discovered that it took "money to make the mare go," and professional base-ball was soon developed, and now base-ball is the standard sport of the millions in this country, simply because players are well paid for good work, and plenty of it, and people care not a farthing for the professional and amateur question, as long as they get the very best of sport possible to attain.

How much base-ball would we have with purely amateur players? Follow the whole subject to its uttermost, and see proof on proof that we can't expect something from nothing.

Take, again, horse-racing, another very popular sport. How many horses would be bred, raised, and raced on purely amateur rules? Very few indeed.

The whole root and branch of the amateur law lies back in feudal days, when the gentlemen of estate spent their leisure in going about the world with sword and spear, seeking renown in feats of knight-errantry, while the humble serf worked his life out to keep his lord and master supplied with the necessary ducats wherewith to pay his "hotel bills." In those days, the distance between the serf and gentleman was too wide to bridge over under any possible conditions. We will call this the first epoch in modern athletic history. Time passed, and things changed; the serf rose the knight fell; middle classes came in with increased population, and the whole face of things changed. In England, home of modern athletics, the lower and middle classes developed in wind, muscle, and brain power by generations of forefathers of laborers, crossed with scheming tradespeople; while the gentry, under the seductive influence of modern civilization, lost their physical powers generally in proportion as the arts and sciences advanced. This marks the second epoch.

At this stage of the game, the higher classes foresaw the supremacy in sports about to be wrested from them by the common people, and accordingly framed the amateur law, one of the discriminations being that an amateur should be a gentleman, viz., one who should be employed in no business or vocation whatever. This was to act as a practical bar to all who were without sufficient means to live without labor or occupation, and retain the glory of competition to the gentlemen, whether or no.

The fact of mere possession of a really secondary condition being used to bolster a man's reputation over that of another, who, as the real case stood, was capable of beating his richer antagonist on the scratch, led to a revolution, and the third epoch saw the "gentleman clause" eradicated. This was within ten years. The next question comes in, why a man of money, with plenty of leisure on his hands, should be allowed any more privileges than his poor but more mus-

cular neighbor. In these progressive days, in our glorious country, we have no nobility except as derived from nature. The amateur rule hinges on the matter of dollars. The authorities would have it that no man should be allowed to race unless he can prove himself rich enough to pay his own expenses, or that he draws the wherewithal from the family fortune. It is the old idea in a nutshell,—no money, no race. And this is the point I am arguing against. Let true worth be the goal, and cast aside the matter of money altogether. We would not inquire where a man obtained the money with which to go into business, and refuse to trade with him in case the money was given him by some outside friend or admirer for the purpose. This would be carrying the rule to an excess; but we go far beyond when we say a man shall not accept his racing expenses, recompense for lost time, etc., as it is well known that the racing man's recompense, in any case, falls far below that which would accrue to a business man of equal push and ability, working as assiduously to encompass success.

We want good men on the track, if we want any. Racing, reduced to a science, is genuine excitement, and generally our best riders are men totally unable to give the time and trouble necessary to attain perfect form, with nothing coming in return but non-convertible, and, at best, highly over-valued prizes, combined with empty fame. A gold vase, and a name big enough to overflow it, will not satisfy the hungry stomach, or cover a man's person sufficiently to satisfy the law. Again, while the racer comes away shorn, have his efforts been equally non-productive to others? Guess not. The race meeting projectors generally make a "big stake." The racer *must* ride *some* kind of a wheel, which *must* be made by somebody, and that somebody will in every case, make the winning of the event capital in advertising his business; the spectator pays for seeing the races, and gets ample return for his investment, and then goes away and legislates, possibly, against the men who furnished the most enjoyment to the spectators, and who, but for the fact of their being backed by somebody else, would be totally unable to appear on the track.

Let us cast aside the ancient idea, and take off restrictions now imposed, allowing the rich and poor to come out openly and give us first-class races, regardless of who pays expenses. Class or handicap a rider on his merits or records, as may be decided, and then everybody will have a show. Eventually, we can divide our racing men by very close periods, and everybody will get a chance. The ambitious man, possibly a racer in embryo, may try his chances under the auspices and at the expense of some admiring friend; may be encouraged by entering into his first experiences with men of similar character and abilities, and gaining confidence and speed, eventually become a scratch man at 2.35 or 2.40.

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The question, gentlemen, is becoming too large for small handling and confinement. The fourth epoch is near at hand, and if any Star Chamber penny business, such as the boycotting suggested by the recent action of the London clubs, is carried out, there will be war in the camp, and race meetings will be obliged to employ Punch and Judy shows to employ the time of audiences, while the true gentlemen amateurs, whose expenses are paid by the dollars of their daddies, pure and simple, pass in funeral procession around the track, *provided we ever could find a few riders who could answer the requirements of the law.* We doubt if five so-called true amateurs could be found in America, who could furnish racing which would pay to go to see; and even if there were, would the winning man accept a wreath of oak and laurel in place of the gaudy and supposedly valuable prize which all expect in these days?

The "purist" would have only the rich man or his son race, and even then, how will he keep the race meeting from being a money-making affair, and how will he prevent the successful machine from being used as an advertisement for the maker? "To the pure, all things 'should be' pure." The smallest speck ruins the otherwise immaculate surface. As we cannot reclaim the world, and set things back to the amateur days of the Greeks and Romans, let us grasp the evil, if so it be, and turn it into channels, through which we may lead it for our enjoyment, and the advancement of bicycling interests generally.

AMATEUR.

Ordinary Safety.

Editor Bicycling World:—In your issue of 18 December, a correspondent, writing anent "Safeties," asks, "Would a slight modification of the crank machine make a safe and easy mount for the middle-aged rider that wishes to ride safe and easy with the smallest expenditure of muscular force?"

I hope that question will be answered. With the impression that the ordinary bicycle was too hazardous for the full enjoyment of riding, I studied up and tried several of the "Safeties"; but they do not satisfy me. A little road riding on a 52-inch ordinary just at the close of the season in our beautiful suburbs gave me great joy, and made me more than ever dissatisfied with the "little" wheel. And now I am looking forward with pleasure to the coming of spring, and am reading the *WORLD* for winter riding.

The majority of riders are not of the old-fellow class that I represent here, but are dashing youngsters who do not mind a header now and then. The makers, of course, build to suit the majority, and try to put us old fellows off with safeties. What we really want is an ordinary bicycle built on the safest plan we can have, without sacrificing any *important* good quality.

Why cannot the forks be given one or two more inches rake than is usual, and

thus gain some additional security against headers? How great may be the rake without seriously affecting the steering?

Why cannot the back wheel be enlarged a few inches? It is now doubtless large enough for riders who sit close up to the head, but for security I like to move my saddle back several inches. Would any serious fault result from increasing the back wheel to twenty or twenty-two inches?

Is there any first-class machine now built on these principles? (Of course, I do not mean an extreme rake like that of Singer's 'Xtra.)

I hope some of the older riders who know about these things will reply to "43's" questions, and help us would-be riders in a perplexing question.

OLD FELLOW.

Bermuda.

Editor Bicycling World:—At the request of friend Elwell, I take pleasure in adding my testimony to the fine roads on the Bermuda Islands. In company with Dr. Budington, I have just returned from there, after a delightful sojourn of over two weeks. Aside from the roads in the immediate vicinity of Boston and the parks of Chicago, the Bermuda roads are the finest it has ever been my pleasure to roll over. I was well satisfied before leaving home that it was best to take my Kangaroo. There was no end of mounting and dismounting, combined with splendid coasting. Very many of the roads are quite level, so that five miles can be made without a dismount. The novel and varying scenery was truly interesting and charming. With diligent use of my camera, I returned with over one hundred $6\frac{1}{2} \times 8\frac{1}{2}$ paper negatives to interest my friends. I am just as enthusiastic over riding as ever. I have not forced my poor communications upon the readers of your paper for some time, and hoping all may have a Happy New Year, I remain,

A. G. COLEMAN.

CANANDAIGUA, N. Y., 26 Dec. 1885.

Tandems.

Editor Bicycling World:—Through the courtesy of Mr. W. D. McCoy, importer of the Sparkbrook Tandem, I have had an opportunity to try that machine, and to ride it under the same conditions as those under which I ride my own Humber.

Before drawing any comparison between the Humber and Sparkbrook, let me say a word about tandems in general, and the Humber type in particular.

The tandem is becoming immensely popular, because it is almost as easy and fast as a bicycle, and can, to all intents and purposes, be ridden wherever a bicycle can go. It has the great advantage of company close at hand, and gives to women the very best possible opportunities for enjoying cycling. The motion of the double-front steering class so closely resembles that of the bicycle, that bicy-

clers find in it almost the same enjoyment as in the two wheeler, and something quite different from all other kinds of tricycles.

The Humber tandem is practically a regular Humber tricycle, with a second saddle in front of the upright tube which carries the handle-bar, and directly over the axle, and with a second chain, and pedals carried down in front by a curved tube. The rear rider, of course, does all the steering, as on the single, the handle-bar turning both drivers at once, and causing the double-front steering, which is the basis of the unequalled qualities of this type of machine. A little guard wheel is carried at the end of the front tube, three inches above the ground, and removes all danger from a tip forward.

If the two riders are of about equal weight, the rear wheel skims lightly along the ground, and the most smooth and delightful bowling motion in the world is obtained. The heavier rider can, however, ride in the front seat with perfect safety. I weigh one hundred and thirty pounds, and once carried a rider weighing two hundred and ten pounds on the front seat, without a tip. This is an extreme case; but forty or fifty pounds extra can be carried anywhere on the front seat.

I have ridden tandems of other types, and was very slow at first to admit the superiority of the Humber. I rode others for three months, and specially tested the one I owned. Then I examined all others in the market here, and studied up those advertised abroad. Lastly, I gave the Humber a practical test. The test satisfied me, and I bought it. My wife and I have ridden it over a thousand miles, on all conceivable kinds of roads, and we still like it better with every ride.

The Sparkbrook is of the Humber type. It has, however, five points of difference, viz.:

1. 40-inch wheels instead of 44 (the Humber can be had with the same).
2. Two inches narrower track.
3. Greater compactness fore and aft; that is, the front rider is a trifle closer to the upright tube, and the pedals are directly underneath, causing a very vertical action.
4. A different distribution of the weight of the front rider.

5. The addition of a foot-brake, operating on a drum at the rear toothed wheel. (This is an extra, costing \$10.)

The first point, the size of wheels, is largely a matter of taste. Forty-four inches is small enough to give ample strength and rigidity. Forty-inch wheels, however, would be even more rigid, and would be lighter. I am inclined to think that 42-inch wheels would be highly satisfactory. If a choice of tandems was reduced to a choice between 40 and 44 inch wheels, I should say it would be chiefly a question of taste.

The second point, the width of track, makes very little difference. The Sparkbrook axle is really but about an inch shorter than the Humber; but the hubs of the wheels are wider. The result is

that you have a little more space between the wheels of the Humber. This seems an advantage to one used to the Humber, but need make little difference in making a choice.

The third point, the position of the front pedals, is certainly better on the Humber. The tube that carries the front pedals on the Sparkbrook is so short that when the pedals revolve the rider's heels are apt to touch the axle. This position of the pedals also involves an exceedingly vertical action. Some people do not seem to know it; but there is such a thing as having an action too vertical. The position on the front seat of the Humber is easier and more natural.

The fourth point, the distribution of the weight of the front rider, is probably better on the Sparkbrook. Instead of carrying it down the upright tube to the centre of the axle, as on the Humber, an arm carries the weight of the front rider to the two ends of the axle just inside the hubs to two sets of bearings. The weight of the riders is thus more evenly distributed over the axle.

The fifth point, the foot-brake, is an extra, but a most valuable one, and well worth the ten dollars asked for it. By it alone the tandem can be controlled about as completely as with the hand-brake, and without any jarring effect upon the front rider.

Both machines are good and reliable, and, I believe, of the best type for satisfactory riding. 5678.

CURRENTS CALAMO

ABOUT time to break those resolutions.

THIS is a good year for those who have determined to ride every day.

COREY and Sabin were out last week on the Humber tandem.

VASELINE is not in demand yet. The machine can still be used.

WHO made the first ride in 1886?

THE latest date for the receipt of renewals to the C. T. C., for 1886, will be 10 January. Any coming after that date will probably be too late for insertion in the list of renewals.

At the dinner of the London Bicycle Club, Mr. Rucker read the following parody on a well known song from the "Mikado":—

I've seen a Canary ('t was not a tom-tit)
On a wheel oh! one wheel oh! one wheel oh!
And I said to him: Dicky-bird, how can you sit
On a wheel oh! one wheel oh! one wheel oh?
Is it balance or trickery, Birdie, I cried,
That enables you so your one wheel to bestride?
No notice he took; but continued to ride
His wheel oh! one wheel oh! one wheel oh!

I thought that I, too, would so much like to ride
On a wheel oh! one wheel oh! one wheel oh!
When I started the lookers-on cried: Get inside
Yer wheel oh! one wheel oh! one wheel oh!
I am covered with cuts, and have bruises a score;
I said: Botheration! Don't think that I swore;
But I'm darned if I ever will ride any more
On a wheel oh! one wheel oh! one wheel oh!

GREAT interest is felt in the home trainer race promoted by Bull and Bowen, and Gid Haynes, of Boston, is looked upon as a probable winner.

"THE Cinderella" is the popular thing in English wheel circles. We don't know what a "Cinderella" is, but it's very popular.

MR. FRANK A. EGAN (the Owl), of the Ixion Club, has left New York for his home in the South, from which he has been absent for the last sixteen years.

THE next Springfield tournament will last four days; so says an exchange. We doubt it. The club tried that once, and found it a mistake.

KLUGE has been climbing "Turnpike Hill" in the Orange mountains. The hill is one of the hardest ever ridden by a wheelman. The hill begins with a stretch of 2,000 feet, on which the grade is eight feet in 100; then for 300 feet the grade is only three feet in 100, but the next 3,000 feet is a steady drain on the power of the lungs, arms, and legs, the grade being eight feet in 100 until within a few hundred feet of the top, where a sharp turn in the road occurs, and there is a grade here of 1 in 6.3 for about 100 feet.

THE Great S— lashes without mercy the men who are frauds and shams, who are posing as amateurs, but are really professionals. Every one remembers when Bob English burst upon the racing world, how he soon got a place in the employ of Humber & Co., and how, as he was about to be suspended, he became a gentleman of leisure, living in luxury with a new-found uncle. This is the way Bob sings in the Great S—:—

I came like an avalanche some months ago,
What a bit o' luck!
And makers to recognize this were not slow,
What a bit o' luck!
But the Wheel Federation looked on with a frown,
When they noticed how quickly my shovel went down,
But an uncle turned up in some part of my town,
What a bit o' luck!

THE M. A.'s must go. Then men who have not rich uncles and aunts, nor a dealer whose generous heart induces him to foot the bills of fast riders, will have a look in for the prizes.

THE Boston club is getting on: it has graduated from chops to a table d'hôte. The Boston club is getting on: it will be eight years old the 11th of next month.

LONDON W. writes us: "Would it not be a good idea to relieve the tedium of the winter months to have a few meetings of the State Divisions? It would give us a chance to get acquainted, and furnish an opportunity to discover who is fit for official position. Come, C. C. Ducker, let Massachusetts set a good example."

ROBERT RICHARDSON EVERETT came to Boston 29 December, and is staying with his parents, Mr. and Mrs. Wm. B. Everett. He was given a very kindly reception, though he was clad even more scantily than the prodigal son who visited his parents many years ago. We congratulate the parents upon the visit of the

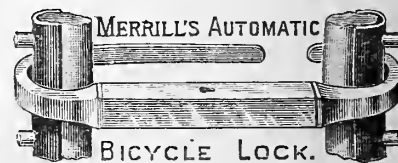
young man, and we hope he will stay with them for very many years.

WE have more queer and quaint velocipedes to show, but the cuts were delayed this week, and we are obliged to ask our readers to bide a wee.

"THE Overman Wheel Company has bought the Wicksteed patent, on the Acme Bicycle stand, for the United States, and is calling the many infringers thereof to account."

THE Fort Wayne, (Ind.) Club has invested in a home trainer, and the following records are reported: C. W. Edgerton, one-quarter mile in 25½; one-half mile in 58¾; Dr. Ross, one mile in 2.12. Boston will have one of the medals, see if she does n't.

MANUFACTURE



THE above cut gives a very good idea of the new bicycle lock which A. P. Merrill & Co. announce. By turning the key, a bolt is drawn and the smaller crook is released, and can then be drawn out and thrown back like the ordinary padlock clasp. The crooks circle the rims of the big and little wheel and hold them firmly. The lock for a tricycle is made with both crooks alike, and locks through the small wheel on the two prongs of the fork. The lock weighs three ounces, and can easily find a place in the ordinary saddle-bag.

Corey's Tandem.

WE took a good look, the other day, at the Genuine Humber Tandem, which was presented to Harry Corey, just before he left England, by Messrs. Rudge & Co.

For the benefit of our readers who contemplate purchasing a tandem of this description, we give its specifications: Driving wheels, forty-two inch; tires, seven eighths para rubber; rims, hollow; geared to fifty-four inches; cranks from five and one fourth to six and one fourth throw; weight, *actual*, one hundred pounds. We noticed one or two improvements which are particularly desirable.

First. The semi-circular handle-bar on the front part of the machine can be adjusted up or down, making it applicable for either a short or long armed lady or gentleman.

Second. Extending from the drop tube, holding the forward pedals, and the rear tube is a detachable brace, which effectually presents any springing together or loosening up of the chains.

The front chain is entirely covered up, allowing no chance to tear or soil a lady's dress. A luggage carrier is fitted on be-

hind, while on the backbone is engraved in silver,

"Presented to H. D. Corey, by Rudge & Co., Christmas, 1885."

Altogether, it is one of the handsomest machines we have yet seen, being beautifully finished in enamel and nickel.

From a Feminine Point of View.

Is it too late to wish you a Happy New Year, Mr. Editor? I hope not, for I know that an editor's life is not always a happy one. I know that he has to submit to many, many of the petty annoyances of this sublunary sphere, and keep an unruffled temper through all; and I know also that it is no easy task to steer a literary craft between the Scylla and Charybdis of indifference and disapproval on the part of the great and mighty public. And so I send you my New Year's greeting, laden with good wishes and fondest hopes.

I WAS crowded out last week in the interest of business. That's just the way in this world. When business is on the tapis, woman must stand aside. I accept the situation. Kismet. And so, when I received a request to forego my little visit, last week, because, forsooth, the editor wished to tell his readers what they had been doing last year, I did not even sigh, despite the fact that I should have to abandon my idea of preaching a little sermon on the New Year.

WHAT a fascination there is in talking over things! This is a weakness generally charged to the feminine portion of humanity, but it does not belong wholly there. I can now recall many a time, after the return from a gay ball or party, we girls gathered in the parlor in the wee sma' hours to talk it all over, and I also remember that the boys used to go to bed at once, leaving the fun behind them, like a cast-off garment. They laughed at us then, and said we were foolish. My experience tells me that if talking things over is foolish, all the world has gone mad. There is profit in retrospection always.

FROM a feminine point of view, the year 1885 has been a most auspicious one. It has seen a host of women on wheels, riding with grace and strength, and with a laudable purpose. It has seen tours, in which the ladies have performed prodigies of strength, speed, and endurance, and it has shown that we are not limited to short rides about our place of residence, but are capable of longer flights.

It has seen a decided advance in our wheels, for they have grown lighter and better, and it has been fruitful in promises for better things next year. We have caught a glimpse of machines, light, strong, and graceful, that will be ready for us next year, and in gay fancy we can

stand and paint the season of 1886 with a roseate hue.

I HAVE had it whispered in my ear that a plan is on foot for a grand ladies' run at the time of the annual meeting of the L. A. W. in Boston. A great many ladies will accompany their husbands to the Hub, and more will come if an inducement is offered. It is proposed to get up a tour of one, two, or three days, as may be thought best, and show our lady visitors the delightful country round about the suburbs of Boston, and give them an experience on our delightful roads. The plan is not matured yet, and I am saying this to let my lady readers know what is in store for them.

LET us have as many as possible. The more the merrier. Boston ladies will demonstrate that they can entertain as well as the gentlemen; and while they are winding up the marching of the League, and lubricating the bearings for another year's running, we, of the non-business portion of humanity, will steal quietly away for a run to the Reservoir or to the Newtons.

THIS is the time for good resolutions, and I want every lady who rides to jot down among the rest a resolution to come to Boston and join the run.

It is indeed the time of resolutions. Shall we resolve? or shall we resolve not to resolve? This will come to you, gentle reader, at a time when the wayside is strewn with the wrecks of good resolutions made a week ago. We make them and we break them.

AND the worst of it is we do not experience any remorse for the breakage of these New Year resolutions. At least, I never knew but one person who did, and strange as it may seem, she was a woman—women being usually considered to be incapable of remorse.

SHE was telling me of a resolution which she annually made and broke, and I said to her, "Of course you never feel remorse?"

"But I do," she replied; "that is, sometimes."

"And when?" I asked, with a sweet but incredulous smile.

"When I am taking down my back hair," was her unexpected answer.

You see that prolonged and difficult operation gave her time for reflection.

Perhaps if men had back hair which had to be taken down before going to bed, they too would sometimes repent of the broken resolutions of New Year's.

I HAVE to thank this week the Messrs. Pope, who have favored me with a very lovely calendar for 1886; Mr. Johnson, of Orange, who has taken the trouble to

describe for me the lever-steering Humber; and the Kings County Wheelmen, who have sent a polite invitation to be present at the fifth annual reception of their club. I shall certainly use the calendar, and I regret that distance will keep me from the reception.

To the many delightful friends I have made in wheeling circles, to all those who belong to the charming fraternity of the cycle, to all my readers, and to all those who vote me the veriest bore, I wish a Happy New Year. DAISIE.

Some New Year's Resolutions.

MADE 1 JANUARY; BROKEN 2 JANUARY.

Extracts from the Diaries of Leading Wheelmen.

PAPA WESTON. — Now that I am out of the business, I will chuck up the sociable and ride a tandem. I will invite Daisy to go on the front seat.

COL. POPE. — Profits for year, \$100,000.00. That's pretty good. Will not collect any more royalties. Memorandum: inquire what it will cost to put ad. on dome of State House.

BOB HUSTON. — Know I can beat Tommy Lambert. Will challenge him to-morrow.

E. C. LEE. — Let me see. Will order a new machine, but won't write a testimonial.

HAL. — Will go out and meet a man and write in fulsome praise of him.

JOHN S. PRINCE. — Will stop writing challenges, and race.

LOUIS HARRISON. — I am good enough. Better than lots of others. Said the Athenian Club ought to have a restaurant. Said so two years ago. As usual I was right. Don't intend any one shall forget it either.

PRESIDENT BECKWITH. — Won't take the presidency again. Have to work too hard. Will order a 72-inch bicycle.

SECRETARY AARON. — Ha, ha! the blooming Britishers accept the records. Must get some one to write for the *Bulletin*. Will pay for copy.

ARRY ETHERINGTON. — Will stop licking labels. Great snap. Get Tommy Moore to do it.

PRESIDENT WILLIAMS. — Rode 76,301 $\frac{3}{4}$ miles last year. Will add this to next year's record, and apply for a patent on the method.

KARL KRON. — Will publish Xm. miles at once. Wonder how many subscribers are dead. Wonder how many who are alive will pay up.

DAISIE. — Will tell who I am. I wish D. C. H. would send me his photograph. I like him. Nice young man. Wish he would take me out on a tandem.

CHARLIE PRATT. — Wonder how it would seem to ride a cycle. Think I will try.

MCCURDY. — Wonder what an amateur is. Think I will ask Rowe. Next time I go for a record will ask Butcher to set the pace.

H. E. DUCKER. — P. T. Barnum and I would make the biggest team on earth.

I am going to travel on my shape. Got a medal for it.

LONDON W. — I want to buy a machine no one ever saw or heard of, or would ride, if they had.

T. W. ECK. — Wonder if there is any Canadian championship. I claim it. So does Bob Neilson. He claims everything.

J. G. DALTON. —

"God bless our wheel," —

Our wheel of steely steel.

Come with me to Mount Olympus;

Come with me on my Pegasus;

I will read you my parodies

Of wheely verse and lyrics.

Stay! Please do not go, —

I am he that walks on the rigid and rolling wheel, —

Wheel of the small, many spokes, —

Slim, trim, glossy, peculiar wheel!

Say, old Stop-not! what do you want?

Would you have spookey thunderbolts?

I am an ostrich, an albatross,

A condor of the Andes,

One of that centripetal and centrifugal band, full of the power of the wheely boast.

I turn and talk like an engine blowing off steam after a journey.

Come back, I say.

You there, hesitant, limp in the knees; walking humbly, lamenting your sins.

Hear! I will beat triumphal drums with my head, —

And blow through all my embouchures my loudest and gayest music to you.

LOD PECK. — Sorry had to resign from Athenian Club. Wanted to be captain of Bay State Club.

GEN. OVERMAN. — I am resolved to make an ideal tricycle. But wait! Perhaps an ideal machine won't sell. Guess I'll not make any till the boys find out that they want my ideal. LONDON W.

EXOTICS

JOHN KEEN'S new water cycle was tried against time, on Friday, 18 December, the inventor having backed himself to propel it one mile for a small stake between Hampton Court and Kingston, the order of going, of course, being with the stream. Mr. Collard, of the Crown and Anchor, and John Callan, were appointed timekeepers. Keen wagered that he would do the distance in seven minutes, and he won by 1.8, although a stiffish easterly breeze was blowing against him. A long trip is now being arranged.

THE tricycle is no respecter of persons. Bishop Jenner met with a serious accident the other morning at Stourmouth, near Canterbury. He was taking exercise on a tricycle, when the machine ran backward down a hill, and turned right over. The bishop was precipitated to the ground, and sustained a fracture of the left arm, beside other injuries.

MESSRS. SMEED & KAYE, of London, make a lamp which can be filled from the outside, and while still lighted.

THE fourth annual exhibition of the Speedwell Club (the Speedwell Show) will take place in Birmingham, 3, 4, 5, 6, and 8 of February.

THE annual Stanley show, under a joint committee of the Stanley Club and the committee of manufacturers, will be held at the Royal Aquarium, London, 13-20 February.

THE *Wheeling* record medals were presented to the winners at a dinner held at the Holborn Restaurant, 18 December. Kennedy Child presided, and made the speech of the evening. Harry Etherington presented the medals, and responses were made by the receivers.



MR. S. T. CLARK, of Baltimore, U. S., has been flitting about between Birmingham and London lately. He was at the Speedwell smoker on Saturday evening. We understand he has placed a sample order for two hundred and fifty "New Rapid" bicycles with the St. George's Engineering Company for next season's trade in the States. — *Cyclist*.

ONE of the sketches in *Punch's Almanac* this year represents — in impossible positions, of course — a lady and gentleman on the ground after having croppered out of a sociable. It is headed "The Sociable," and bears the motto, "We fell out, my wife and I."

THERE is a wonderful and mysterious invention emanating from Lloyd Bros., which is — according to Birmingham — destined to supplant chain-gear safety bicycles, and to enable riders of small wheeled ordinary bicycles to gear up at pleasure. This is not a two-speed gear in the usual sense of the term; but exactly what it is, we cannot at present make out, all we know being that its weight is only a pound and a half, is about one and a quarter or one and a half inch wide, works without a chain, and is almost frictionless when gearing up, quite frictionless when working level, simple in construction, and inexpensive. As the Quadrant people have all they want in the way of making tricycles, they intend to license this gearing to bicycle makers. We expect to be able to describe the apparatus fully next week. — *News*.

JOHN KEEN has made a match for a supper for twelve against one of the old members of the Middlesex Bicycle Club, who is residing at Surbiton. The terms

are that both ride ordinary racing machines for one hour, Keen giving four miles start. At present, arrangements are being made for this novel match to come off at Surbiton Recreation Grounds, at an early date. A well-known sporting gentleman is appointed judge and time-keeper, the gate money to be given to a charity.

RACING NEWS

MINNEAPOLIS, MINN., 30 Dec. 1885. — The twenty-six hour bicycle race between William M. Woodside and T. W. Eck closed at the Washington Rink, at ten o'clock this morning. Eck was troubled with his stomach last night and this morning, and in attempting to mount today he sprained his left ankle. But for this the finish would have been very close, and even before it started the odds were on Eck. Eck established a new American board-track record for fifty-one miles at 3.49. Woodside, who was then on his wheel as Eck stopped at this point, went on and made the following new American board-track records: —

	H.	M.	S.
52 miles.....	3	6	54
53 miles.....	3	11	7
54 miles.....	3	15	16
55 miles.....	3	19	27
56 miles.....	3	23	23
57 miles.....	3	27	19
58 miles.....	3	31	21
59 miles.....	3	35	41
60 miles.....	3	39	43
61 miles.....	3	43	53
62 miles.....	3	48	5
64 miles.....	3	56	25
65 miles.....	4	12	..
66 miles.....	4	20	22

He was now a few minutes ahead of the record, but stopped for a few minutes, intending to go on and beat the one-hundred mile record, which he could easily have accomplished. His trainer made a mistake and did not call him, and the golden opportunity went past. Woodside, however, held the lead in the race. He passed the two hundred and fifty-seven miles distance made by Josh Young of Boston, amid tremendous applause, in 24.45.22. His record from that on was: —

	H.	M.	S.
258 miles.....	24	50	36
259 miles.....	24	55	25
260 miles.....	25	..	23
261 miles.....	25	37	44
262 miles.....	25	41	37
263 miles.....	25	45	32
264 miles.....	25	50	15
265 miles.....	25	54	32
266½ miles.....	26

Eck stopped at two hundred and twenty-three miles at 25.59. The track was eight laps to the mile, and, in the last part of the race, the men spurted several laps in twenty and twenty-three seconds.

There are now six entries for the great six-day race, which occurs here between 25 and 31 January.

THE Lynn Cycle Club has secured a fine lot for its track on the corner of Western avenue and New Chatham street. The lot contains twelve acres, and is well sheltered from the wind by surrounding houses and hills.

WHEEL CLUB DOINGS

THE annual ball of the Springfield Club occurs 22 February. Several novel features are to be introduced in the way of attractions. Among the best will be a representation of the growth of Springfield, the date of the ball being the two hundred and fiftieth anniversary of the city's settlement.

THE annual ball of the Charlestown Bicycle Club will be held at Monument Hall, 9 January.

THE fifth annual reception of the K. C. W. will be held at Knickerbocker Hall, Brooklyn, N. Y., 27 January.

NO. ATTLEBORO', MASS. — At the annual meeting of the Columbia Bicycle Club, the following officers were elected for the ensuing year: President, O. W. Clifford; vice-president, H. A. Hall; secretary, Geo. L. Shepardson; treasurer, C. F. Kurtz; captain, F. I. Gorton; first lieutenant, F. B. Brigham; second lieutenant, C. E. Sandland; bugler, Geo. L. Shepardson; executive committee: president, secretary, treasurer, H. H. Hill, and John Platner. The past year has been one of unusual success to the club; being reinstated to the track of the Farmers and Mechanics Association has added much to the interest of the club, and has also been the means of securing many new members. The bicycle tournament, held in September was a most decided success, and a ball given later on netted a handsome sum to the treasury, and the present finds us in a most flourishing condition. It is proposed to hold a whist tournament soon, and a series of socials are in order. We propose to put forth every inducement possible to promote the bicycle interest in this vicinity, and trust that the coming season will find us far in advance of previous years.

GEO. L. SHEPARDSON, Sec.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul.

99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Arthur H. MacOwen, 216 South 3d street, Philadelphia, Pa.; Fred A. Phillips, Jr., 218 East 124th street, New York; B. H. Carpenter, 35 North Franklin street; E. N. Carpenter, 35 North Franklin street; Burton Voorhis, 48 South Franklin street; W. R. Bowman, Washington street, all of Wilkesbarre, Pa.; W. H. De Graff, 47 West 14th street, New York; J. W. Lingard, 408 Broome street, New York; Robinson Pound, 37 East Third street, Plainfield, N. J.

APPOINTMENTS.—Hotel for Greenville, Pa., the National Hotel; hotel for Wilkesbarre, Pa., Wyoming Valley Hotel.

TO CORRESPONDENTS

W. S. B. Keep us posted. The idea is a good one.

B. B. A. We have been working in the direction you indicate.

Lallement

HAD the right idea about the size of wheels, but he did not see the advantage of vertical action, such as is found on the Rover safety; and by the way, Geo. Smith, who holds the world's records for one hundred miles on the Rover, say that he

is "now thoroughly convinced that the Rover safety is the fastest machine ever made; and if, on Saturday, I had not been slightly off color, and had been favored by a gale of wind as in Kangaroo race last year, am positive I should have brought the record down to 6.45 at least. I am also convinced that all "track" records will be lowered upon it. Nothing can live with it, either upon the road or path." J. A. R. Underwood, Washington street, Dorchester, Boston, sells these machines.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

Victor Tricycle, Second Hand, FOR SALE.

Price - - - - \$60 00.

DAVIS & HUNT,
CLEVELAND - - - - OHIO.

WANTED.—By the commencement of next season, a situation in a cycling depot, in the United States, by a well educated young man as salesman or assisting manager. Good rider, and has had a large experience in different makes of machines. Highest references. Address T. G. WILLETT, 1 Upton Park Terrace, Slough, England.

TO CYCLE INVENTORS.

We wish to hear from all inventors of Cycle Devices, as we want the best of everything in our Victor Cycles, and are willing to pay for it.

OVERMAN WHEEL CO. - - Boston.

ELWELL'S BERMUDA TOUR.

A Winter Wheel 'Neath Summer Skies.

Bermuda is the wheelman's winter paradise. A delightful climate, tropical scenery, hard, coral roads extending to every point of interest, and all within fifty hours' sail of New York by the fine steamers of the Quebec Steamship Company.

The party will leave New York 2 March for a twenty-days' tour to this delightful spot. For illustrated guide and further information, address, enclosing stamp,

F. A. ELWELL, Portland, Me.

The QUADRANT is FAST
The QUADRANT is LIGHT
The QUADRANT is STRONG
The QUADRANT has 40-in. DRIVERS
The QUADRANT has 26-in. STEERING wheel
The QUADRANT is the easiest on ROUGH roads
The QUADRANT is the speediest on SMOOTH roads
The QUADRANT is the best tricycle for HILL climbing
The QUADRANT has more GOOD qualities than any other
J. A. R. Underwood, Washington St., Dorchester, Boston, Mass.

THE ROAD AND THE PATH.

UNQUESTIONABLE AND ACCEPTED RECORDS MADE ON COLUMBIAS.

The Greatest Distance Ever Made Inside the Hour,

20 $\frac{1}{2}$ Miles 396 $\frac{1}{3}$ Feet by - - - WM. A. ROWE - - - at Springfield, Oct. 19.

20 $\frac{1}{6}$ Miles Inside the Hour Without Pacemakers, by W. M. WOODSIDE at Springfield, Oct. 26.

WORLD'S RECORD.....	1-4 Mile	WM. A. ROWE,	35 1-5
WORLD'S RECORD.....	1-2 Mile	WM. A. ROWE,	1.12 4-5
WORLD'S RECORD (Amateur)	3-4 Mile	WM. A. ROWE,	1.55 1-5
WORLD'S RECORD (Amateur)	1 Mile	WM. A. ROWE,	2.35 2-5
WORLD'S RECORD.....	2 Miles.....	WM. A. ROWE,	5.21 3-5
WORLD'S RECORD.....	3 Miles.....	WM. A. ROWE,	8.07 2-5
WORLD'S RECORD.....	4 Miles.....	WM. A. ROWE,	11.11 4-5
WORLD'S RECORD.....	5 Miles.....	WM. A. ROWE,	14.07 2-5
WORLD'S RECORD.....	6 Miles.....	WM. A. ROWE,	16.55 3-5
WORLD'S RECORD.....	7 Miles.....	WM. A. ROWE,	19.47 2-5
WORLD'S RECORD.....	8 Miles.....	WM. A. ROWE,	22.41 4-5
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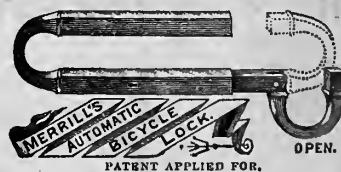
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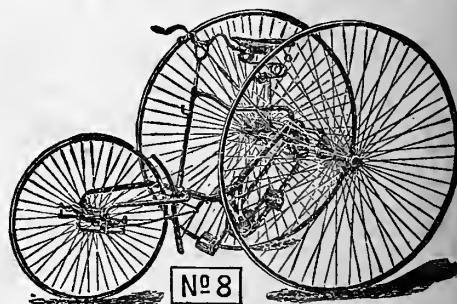


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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 15 JAN., 1886.

THE dealers and manufacturers of Boston have entered into a compact which establishes a reserved list of riders. There are many prominent riders in the community who credit the wheel they ride, whose advice is sought by prospective purchasers, and whose influence is such that the dealers and makers seek to get them upon their respective wheels. In times past there has been a good deal of bidding against one another, and a system of gratuities and discounts has been established equalled only by what we see in the conduct of the dealers with the racing men. The riders in question have not been slow to learn the strength of their position, and many of them have worked the dealers to their own great

advantage. Now come forward the dealers, and say, we will each keep our own men, and will not trench upon the field of a neighbor. If the compact is lived up to, it will be a step in the right direction. Each man will ride the machine of his choice, and no temptations to change will be laid in his path.

To read the Boston dailies, one would think that the two Boston clubs are in open war, and that the members are engaged in the interesting operation of scratching each others' eyes out. But outside of these dailies, no one hears anything of present or prospective trouble. At the last meeting of the Boston Club, President Hodges took occasion to publicly deny every and all charges of discontent and jealousy that have been made against that club, and to assure all parties concerned that the Boston Club would prove itself composed of gentlemen. If a war comes, the Boston papers may thank themselves for it. We do not doubt a happy arrangement can be made for the entertainment of the League, and if there is trouble in camp the visitors will not see nor know it.

BROTHER NAIRN of the *Cyclist* is much disturbed at the suggestion that he has doubted the Springfield records, and in a paragraph written to deny the charge, he disconnects himself with all knowledge of them. We are much troubled about this, for we fear our friend's head has been completely turned in the dazzling whirl of society life, of which he is a bright particular star. Think of an editor of the leading cycling paper of England, who can be brought to say this: —

"If it will add any pleasure to the staff of the *Bulletin* during their New Year revels, we can assure them that, personally, we never doubted the Springfield records in thought, word, or deed, and, in fact, to this day don't even know what those records are, except that they relate to certain races run at Springfield last September; but by whom won, or in what time, or over what distance, we have never taken the trouble to inquire."

Well! well! well! Can it be that Brother Nairn does not read his own paper? Society, you have much to answer for.

If baby shows were a feature in wheeling circles, we would back the Boston Club to get up the best one.

The League Meet.

THE plans for the three days of the meet are now clearly sketched out in rough, and if good weather favors, will give a meet to be marked for years with a white stone. In the first place, it is proposed to hire the large and suitable Massachusetts Charitable Association building, where the exhibitions have been held. It has ample room for storage of machines and for all mass meetings. The first day is pre-eminently for sociability, to give the members opportunity to find out what a good fellow every wheelman is. Routes are to be laid out over the sand-papered roads of Boston's beautiful suburbs, that every man wants to visit, and parties will be made up for runs with local wheelmen for guides. "Daisie," of the BICYCLING WORLD, is planning privately a run for the tricycling wives and sisters of the wheelmen who will be there. For those who are not satisfied with a morning run, there will be provided a steamer for an equally delightful sail down the harbor. In the evening the wheelmen will find that the body of some theatre has been hired for them to wind up the day properly. Everybody is expected to "get acquainted." That evening the officers will have their meeting, and on the day following the League will have its annual meeting, and is expected to solve knotty problems with facility and dispatch; the status of makers' amateurs will be determined, racing board, League organ, officers, legislation, and all that sort of thing turned off promptly. The third day will see the great parade in the morning through the Back-Bay district, and the races in the afternoon at the Beacon Park mile track, which Justin Sackett of this city and Hampden Park fame will put in the best condition. The one-mile bicycle and tricycle championships will be run there, and probably three or four other races, State division championships, etc. Mr. Ducker proposes to have the wheelmen ride from the parade to the park direct, and there feed them with lunches in boxes, taking the idea from the successful working of a similar plan here. The grand banquet is to be in the evening, and will recall the one given in the Metropolitan Hotel, New York. "The beauty of it all will be," says Ducker, "that it will all be free to League members, — not as in Buffalo, where a man had to pay wherever he went, and pay twice when he sat down. It's going to be another glorious date in the history of bicycling." — *Springfield Republican*.

Special to Bicycle Clubs.

THIS is to give notice that one J. S. Moulthrop, of 215 West 53d street, New York City, "Headquarters Great Star Attraction Bureau," having organized and put upon the road an entertainment composed of fancy bicycle riders, intends making a tour of the United States, and is now completing arrangements with

clubs in New Jersey; and whereas the said Moulthrop having represented the said entertainment as being under the auspices of the Springfield Bicycle Club., Henry E. Ducker, manager, I wish to caution all clubs and rink owners against the said Moulthrop, for the Springfield Club has never been approached with regard to the show, and only one letter written to me, asking that I assume the management; and that the use of the name of Springfield Bicycle Club in connection with the entertainment is a base fraud and a gross misrepresentation; likewise the use of my name as manager. Of the merits of the show, we have nothing to say, but we do object to the use of our names, and wish to caution all clubs that when we get ready to go into the show business, we will announce the same through the proper channels.

HENRY E. DUCKER, *President.*

SPRINGFIELD BICYCLE CLUB, 11 Jan. 1886.

Is He Coming?

Is the title of our picture this week. It is reproduced from *Wheel World* by permission of Iliffe & Son, and shows a rider on a single scorching with two on a tandem.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The World.

Editor Bicycling World:—I wish to express my appreciation of the good work done in the *Bicycling World*. I consider it by all odds the best paper devoted to bicycling, and think that no one who wishes to be kept thoroughly posted in our favorite sport can afford to be without it. Especially do I commend the good sense showed in keeping the columns clear of "gush and sentiment," which has been carried to a nauseating extent in some of the papers. Your criticisms of machines have been fair and impartial, and I hope during the winter to see many more of them. A person wishing to change his mount, and living away from the great trade centres of bicycling, must judge the new machines from what he can hear of them from disinterested parties, and I hope that all your descriptions will be very full. I hope we shall hear from "By the Way." The parody on Bunyan was very clever. Without taking your time further, I am,

HERBERT M. SNOW.

DETROIT, MICH., 7 Jan. 1886.

15,245 Miles in 1885.

Editor Bicycling World:—To show what some of the tandem riders are doing, I send the records of three pairs from the Orange Wanderers, and should be glad to know if any other three pairs can show such a record for 1885.

L. H. Johnson rode in 1885, 4,175 miles; Mrs. Johnson rode in 1885, 1,986 miles; Mr. Johnson rode bicycles, 2,245 miles; Mr. Johnson rode tandems, etc., 1,930 miles; Mrs. Johnson rode tricycles, 210 miles; Mrs. Johnson rode tandem, 1,776 miles; H. C. Douglas rode in 1885, 2,454 miles; Mrs. Douglas rode in 1885, 2,276 miles. All was on a tandem.

L. H. Porter rode in 1885, 2,660 miles; Mrs. Porter rode in 1885, 1,694 miles; Mr. Porter rode bicycles, 1,312 miles; Mr. Porter rode tandems, etc., 1,348 miles; Mrs. Porter rode tricycles, 439 miles; Mrs. Porter rode tandems, 1,255 miles.

This is an average of 5,082 for each pair, and 2,541 for each individual. Separating the sexes, it is an average of 3,096 for each gentleman, and 1,985 for each lady. If it had not been Mrs. Porter's first year, she would have been able to help the ladies' average reach a higher figure.

Can three ladies be found anywhere else who aggregated 5,956 miles last year? No. 5,678.

A Saddle Needed.

Editor Bicycling World:—Apropos of the fashionable custom of cussing and discussing machines at this season, after having ascertained the favorite mount which is next to each rider's heart, may we not more closely examine that part of it which comes closest to him, namely, the saddle? Away back in the semi-barbaric period of cycling struggles towards a more perfect realization of the wheel's possibilities, now attained, the contemplation of the necessities precluded any aspirations after luxuries, and the happy recipient of the new bike was pleased to be content with the hard, unsympathetic disc of rawhide which surmounted the stiff and unyielding spring, and if he was frequently and forcibly reminded of his last ride by his own acknowledged preference for standing upright during the entire following day, why, it was accepted as the inevitable thorn accompanying his particular rose. Now, however, matters are changed, and the question is one more of discrimination in selecting from the variety of "the best" offered to his choice. There are saddles and saddles: adapted to all conditions and requirements, be they long distance or short, hygienic and anatomical, cradle, swing, suspension, bifurcated, adjustable, large and small, for crank and star; yet I doubt if the ideal saddle, the one meeting all requirements and slighting none, has been yet produced. It is a question whether the subject of hygiene does not preponderate over that of perfect adaptability to all kinds and conditions of roads, and whether the adherence to this idea does not act detrimentally to the equally important question of adjustability to such conditions. Without entering into a discussion of the comparative merits of different makes, I question whether an article has yet been offered which does not contain what

might be called negative defects. The provision against jarring does not always include the features of stability necessary to rough roads and coasting, and the best coasting saddle is probably too rigid, and will not admit of that closeness to the machine which is an important feature with many riders; again, opinions as to the proper thrust and distance back of the centre of gravity, vary greatly, and provision should be made to meet every taste in an article adapted to all.

That its advent would prove a boon, and that free discussion of the subject in columns such as yours will facilitate its production, is the opinion of,

Yours truly, KEYSTONE.

Safety.

Editor Bicycling World:—If L. A. W. 3,932, 1 January, had read the series of papers on safety machines in last winter's *WORLDS*, he might have looked at my article of 18 December in a different light. My only idea in writing was to bring out a discussion of the merits and demerits of different safeties, for common road work, in comparison with the ordinary. I would like to know why the *Facile* cannot be criticised. Would it bring out imperfections that would make it show unfavorably in comparison with others? I was not aware that the *Facile* was a geared machine. There was a geared attachment advertised last spring for some time, and then withdrawn, and as I have never seen any account in the *WORLD* of its use, I supposed it was a failure. I have always had a good opinion of the *Facile*, but cannot say the same for the geared safeties, although I have not had a chance to give them a fair trial. London W.'s article, 1 January, is not reassuring; the tendency to slide out from under the rider in slippery places would be very objectionable. The slight praise given the *Facile* by him will hardly compensate for discarding it for another. The simplicity of the ordinary, with no extra parts to give extra weight, shakiness, or weakness, still holds first place with me, and if I had a machine built on the following lines: three-inch rake, twenty-inch back wheel, crank throw six to seven inches, cow horn handle-bar, with handles level with head, would hesitate long before discarding it for a geared safety.

43.

New York to the Front.

Editor Bicycling World:—In your last issue, you ask "who was the first to ride in 1886?" Of course there may have been others, but when you make up the list, please note that the New York Club, feeling the weight of responsibility belonging to its position as the senior club of the League, deputed Mr. F. W. Kitching and the undersigned to start out exactly at midnight of the 31st of December. This we think ought to give us priority over anybody who started before the old year was out, as the whole of our ride, six miles, goes down on the 1886 record.

EDWARD J. SHRIVER.

NEW YORK, 10 Jan., 1886.



W. H. L. & Co. New York

Princely Objection.

Editor Bicycling World:—I have read in some late issues of the L. A. W. *Bulletin*, some remarks on professional bicycle riders of this country. The latest read something like the following:—

"The professionals must live, and they are going round the country, gulling the people in skating rinks." Now, if a professional bicycle rider rides in a skating rink against a skater, for a purse offered by the rink manager, and the winner takes the purse, I don't see where the gulling comes in; but instead of the people being gulled, they will see a very exciting and interesting race, because the average rinks are about thirteen laps to the mile, and though it being so small it handicaps the bicycle considerable, and if the skater is very good at all, he has got a chance to win, and it makes a good even race. With such men as Skinner on skates, and there are plenty of them, on a thirteen-lap track, it would give the fastest bicycle rider all he can do to win. I have ridden over twenty of these kind of races this winter, already, and can safely say they have all given good satisfaction, and have got lots of dates to fill. I hold with the *WORLD* in saying all records made by bicycle riders in rinks should not be accepted; but when the *Bulletin* goes to say we are gulling the people, I think that is a little too far, because there can be just as square and exciting a race run in skating rinks as on the Springfield track. Of course the professionals must live, and so must the *Bulletin*; and if its editor would give his time to some more sensible reading, instead of gulling the people by throwing cold water on the professionals every time he spies a little chance, he would make a better living than what he does.

Yours truly,

JOHN S. PRINCE,
Champion of America.

Where is the American Star?

Editor Bicycling World:—Amid all the discussion on "size of wheels" and "safety bicycles," no one comes forward with a word for the Star. Why is this? The Star did well at Springfield on the track, and it is quite common on the road,—much more so, at any rate, than any of the dwarf bicycles,—yet little or nothing is heard of it outside of advertisements.

In your issue of 18 December, there is mention made of it under the heading "Safety," but only to ask,—as I do,—not to give information about it.

Taking the history of the machine from 1883 to the present day, there is no machine which has developed so rapidly, and which has, presumably, improved so much.

The weight has been reduced, ball or roller bearings have been added, and the proportions and general appearance of the machine have both been changed for the better,—at least to the eye of the looker-on,—yet we do not hear anything

of the capabilities of the machine on the road.

To give its history in short. In 1883 Frazier won the 25 mile race at Springfield on a Star, which, though lighter than the ordinary roadster, was a large heavy machine, much heavier than his opponent's bicycles. This showed that the Star could go. That same year W. W. Stall climbed Corey Hill on it, though owing to by-standers getting in his way, he failed to quite reach the top. This showed the powers of the machine. I am writing merely from recollection, and therefore do not pretend to be exact.

In 1884 the Pony Star was brought out. This had a 42-inch wheel, and the spring above the steering wheel—and also the jacket tube and power traps—were dispensed with. In other respects it did not differ essentially from the large size.

In 1885 the noiseless ratchet, ball bearings, and hollow levers were introduced, and the whole machine much lightened. In this year, also, W. W. Stall easily won the hill-climbing contest at Corey Hill, beating all his competitors by a distance. In this same year Weber covered himself and the Star with glory by the times he made at Springfield and on other tracks.

We have here, then, a machine which has been steadily improved in certain directions, for nearly three years.

This shows that it must have qualities worth improving, or the makers would not have done this.

We have seen, too, that in certain hands the machine is fast, and one of the best hill climbers extant.

What we do not know is, how the machine goes in ordinary hands, and over give-and-take roads. We do not know whether the brake would hold it coming down Corey Hill, or any hill.

As the rider cannot back pedal, if the brake fails him, he must dismount or coast, therefore the power and reliability of the brake are of the greatest importance.

Here are a few questions, the answers to which, if given by practical road riders, would be of great interest to many intending purchasers of safety machines.

1. Is not the inability to back pedal dangerous on account of the liability of the brake to fail under a heavy strain?

2. How much is the weight of the 1885 pattern less than that of the patterns of 1883 and 1884?

3. Is it easy to climb hills on the Star; and if so, why is it that W. W. Stall is the only Star rider—with, I believe, one exception—who has ridden up Corey Hill, while several riders of the ordinary and several tricyclists have been up?

4. Which of the following is the best pattern of Star bicycle for all round work on give-and-take roads?

The 1883 Star, with spring over the steering wheel, jacket tube, power traps, and all the fittings deemed necessary in 1883; or the Pony Star of 1884;

or the Special Improved, or the New model Light Roadster Star of 1885,—and for what reasons?

As history is silent as to the feats of the Star on the road, though all riders know what it has done on the track, I think answers to these questions will give some much-needed information to many.

I only remember one road record of the Star, and that is Weber's 100-mile road race against Stone on an ordinary, on the Big Four tour, last summer. Weber was beaten by seven miles, but who knows which pattern of Star he rode, or how often he changed his machine?

If you, Mr. Editor, can persuade some enthusiastic Star riders to answer the four questions I have asked, you will, I am sure, oblige and benefit many an

INQUIRER.

A New Wheel.

In the series of articles on queer and quaint velocipedes, we have shown many in which the inventor desired to propel his machine after the fashion of the oarsman. That this idea has not altogether died out is clearly shown by the following, which has been going the round of the Boston press.

"A new vehicle of locomotion, which combines the qualities of the rowing machine and tricycle, was exhibited before a select few in Boston last week. The machine is the invention of Mr. H. E. Kempster, of Eastport, Me., and consists of a steel metal frame, somewhat similar to that of an ordinary tricycle, and supported by three wheels, two of the latter being propellers, and the third or front one being for steering. The operator faces to the front in the direction the machine travels, seated on a sliding seat such as is used in racing shells, and by his own muscular exertion, as is applied by an oarsman, governs or controls the speed of the machine. The construction permits it to make the shortest curves, and enables it to turn within its own length. The wheels of the machine have rubber tires, which give it an easy and elastic motion, while the speed is within such control of the operator that it can be stopped in a moment. There are no outriggers, parallel bars being used instead, in connection with the pulling bars which are hung on pivots.

The machine is a great novelty of its kind, and has already been tried by George H. Hosmer and other oarsmen, who are loud in their praise of it. A few days ago an oarsman made a mile in three minutes and nine seconds with it, a fact that is all the more significant, since the best time in a shell for a mile is over six minutes. A number of boat clubs have also become enraptured over the machine, and it has already been proposed to have an aquatic tournament in which the machine shall be used. Apro-

"NOTHING SUCCEEDS LIKE SUCCESS."


The next issue will contain our Specialties of the

RUDGE

CYCLES FOR 1886.

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All that we want is what is fair and right,--nothing more,--certainly nothing less.

 See that you have an agency for the RUDGE for 1886.

STODDARD, LOVERING & CO.

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N. Y. HEADQUARTERS, G. R. BIDWELL, 2 E. 60th ST.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH **APOLLO** **Weighing 34 Lbs.**

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

—❖ **THE** ❖—

“MARLBORO' CLUB.”

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

pos of this proposition, Mr. Kempster said yesterday that, in the very near future, a race would be arranged for the leading professionals of the country, in which it is hoped that such men as Hanlan, Teemer, Wallace Ross, Hosmer, and Gaudaur will contend for prizes that will be made very attractive. This race will probably come off at the Institute rink. A proper description of the machine is impossible in this limited space, but it is safe to predict that it will become one of the most popular of vehicles introduced for many years."

The Princeton Affair.

THE student who was arrested and fined for riding in the streets of Princeton, Ky., makes the following statement in the *Argus*:—

To the New Argus:—Having returned to Louisville, I take the opportunity of saying in the columns of *The Argus*, that since the first article was published therein about myself, Mr. Aaron has written me expressing a desire that the League should help me, and advising me to write to him or to Mr. Pratt, who is the proper person. Public sentiment is in favor of repealing the ordinance, so in case it is repealed, no assistance will be needed; while if the case was brought up in court, it might require a year or two before a decision could be rendered.

JOHN M. VERHGEFF.

A Saddleback.

F. WARNER JONES, of England, has patented a new "Saddleback." It is a revival of the old idea of getting a purchase for the body in hill climbing. Straps round the waist or over the shoulders have been discarded for their discomfort, and the common backs which were for a short time used on tricycles have gone out of favor on account of their being useless by reason of the give of the spring. Mr. Jones's "Saddleback" is arranged to be fixed on to the pillar of a tricycle below the spring, so as to afford a rigid purchase. For bicycles, and for such tricycles as are mounted and dismounted at the rear, the "Saddleback" will hinge on the backbone in such a way as to be raised or lowered at will, and held in either position by a spring like the blade of a pen-knife.

Rhode Island Division.

THE Committees of the Rhode Island Division, League of American Wheelmen, have been appointed as follows, all except the first named being appointed by Chief Consul, J. A. Chase:

Finance—Chief Consul J. A. Chase and Secretary and Treasurer—H. L. Perkins, ex-officio, and George C. Newell.

Touring—L. A. Pope, A. B. Mann, H. L. Spencer.

Racing—George C. Newell, George R. McAuslan, A. H. Littlefield, Jr.

Rights and Privileges—E. W. Blodgett, B. W. Gardner, A. H. Metcalf.

Rules—O. M. Mitchell, C. H. Newell, R. A. Wilbur.

Long Distance Prize.

LAST spring Jeweler Lakin offered a gold cyclometer to the amateur bicycle rider covering the greatest distance during the season, using the cyclometer made by him. Though this offer included the whole country, the prize is likely to go to bank clerk Goodnow, who has a registered and sworn record of 5,056 miles. This was made before and after banking hours, and all but fifty-six of it within a period of six months, out of which was taken three weeks, owing to the breaking of his machine. All the summer and fall Goodnow was up at sunrise, and rode even into the night when moonlight permitted. Other local riders have covered over 3,000 miles, and the highest record received from outside parties but little exceeds that, so that Goodnow will undoubtedly be awarded the prize on the 15th of this month.

De Civry's Defi.

M. DE CIVRY has recently sent the following letter to the *France Chevaline*:—"To the Chief Editor of the *France Chevaline*, Paris.

"Sir,—Knowing that the *France Chevaline* is the official organ of 'trotting' in France, I beg you to insert the following defiance in it: I bet £80 against every French trotter on the distance of 7,260 metres (four and a half miles)—that is to say, two turns of the road round the hippodrome of Longchamps—on condition that the horse will let me take a start of two hundred metres (one eighth of mile).

"That defiance concerns principally the 'trotting' amateurs who were last Sunday at Bordeaux, where I have had the honor of winning the two international bicycle and tricycle races. These gentlemen thought they were allowed to scoff at the cycling sport, therefore I wish to raise cycling's flag very high.

"I am, sir, yours truly,

"F. DE CIVRY,
Champion of France."

Wheeling Annual.

THE best thing about the *Wheeling Annual* is the pictures. There is not much to read in it unless one is interested in the chronology of 1885, and the records. These are always valuable, and the annual will be a good thing to keep. The pictures are the best of the kind we have seen. They embrace some thirty or more portraits of leading wheelmen in England and America, which are true to life. The pictures of Ducker, Burnham, Weber, Hendee, and Rowe are very fine, and will be appreciated on this side. We shall have a stock of the annuals, and are now booking orders.

Touring Department.

A PLAN by which the League can lend its influence in the promotion and carrying out of tours has been mapped out by President Beckwith, who gives the details of it in the *Bulletin*. This department is to have two officers: the tour-master, or chief director, and the chairman of the bureau of information. Burley B. Ayers, of Chicago, has been appointed to the former office, and H. S. Wood, of Philadelphia, to the latter. The tour-master is empowered to take charge of everything pertaining to the organization, business direction, and guidance of tours, with power to direct the action of the State touring boards, or to appoint assistants in any quarter, provided they be L. A. W. members.

The chairman of the bureau of information is empowered to obtain duplicate copies of all road reports, maps, hand or road book, transportation rates, consuls, and hotels, representative riders (in non-officered localities), periodical touring articles, legislation of the rights of wheelmen on the road, and anything else with practical cycling information. He is to have as assistants all compilers of road books. He is to answer to the best of his ability all questions from League members. To others a printed explanatory L. A. W. circular will be sent, and information given or withheld at his option.

One of the advised duties of the tour-master will be to promote or organize a tour once a year, carrying out the details as he may think best. This annual tour will be the result of the tour-master's effort in promoting cycling in the touring department.

W. Bown's Reversible and Detachable Handle-Bar.

FOR the benefit of bicyclists who are limited in their accommodation for storing their machines, a handle-bar has been invented which can in a moment be swung round at right angles to its ordinary position, or even totally detached from the head, without the use of any tool. This is accomplished by very simple means. The Stanley head is made up in the usual way, but in place of the usual lug for the handle-bar, there is a small segment of steel on the front of the head, close to the top, which makes the head at that precise point eccentric in plan. The handle-bar is fitted with a lug and socket, the latter covering the head centre-pin and its lock nut; and the interior of this socket is shaped so that when the handle-bar is placed fore-and-aft with the length of the bicycle, it drops on to the head; the bar then being turned round to its usual transverse position, becomes locked in its place by the eccentric fitting into a corresponding eccentric cavity inside the socket. A small vertical slot is cut in front of the head, into which a catch hinging in the handle-bar lug drops, a finger piece being provided to raise or

lower the catch, so that the bar is securely held in position, and cannot turn round on the head unless the finger piece is raised. The space which this arrangement will enable its user to save, in cases where a bicycle has to be kept standing against a wall, is very appreciable; and the ability to totally remove the handle-bar in a moment may be of service in cases where a rider has to leave his machine temporarily in unprotected places, such as the stables of an hotel, or outside a house. — *Wheel World*.

Peculiar Patents.*

Queer Concepts of Inventors regarding the Velocipede.

NUMBER FOUR.

"OF all sad words of tongue or pen, the saddest are these, 'It might have been,'" we are inclined to say as we look at what the inventors wanted to give us to ride upon. When we look at the modern bicycle, which is simplicity itself, we cannot but wonder that the early inventors went so far astray among cog wheels and levers, which for the most part were to be used by hand. But it is a common remark, "Why was not this thing thought of before?" when a good idea is developed, and the most successful inventions have not been the most complicated. Our showing of quaint and queer velocipedes this week speaks for itself.

No. 14 shows a machine patented by Sturdy and Young, in 1869. The machine is supposed to be a pleasure vehicle for use in the back yard. The riders traverse a much shorter circuit than was taken by the record-breakers last fall, and that speed can be got out of the wheel is shown by the fate of the hat which has been blown off.

No. 15 suggests Planchette. It was patented by J. B. Root, in 1878. For simplicity, commend us to this machine. We will let the inventor describe the working of his tricycle.

"The vehicle is actuated and controlled as follows: The operator stands upon the central part of the platform, facing the guide wheel, and sways his body from side to side, or throws his weight suddenly from one foot to the other, thus changing the centre of gravity from one side to the other of the platform. This change of weight upon the platform gives to it a lateral movement, and this lateral movement of the platform causes the spindles to turn in their bearings in their frames, and changes the direction of the caster-wheels, causing them to run alternately to the right and left of a line representing the general line of progression of the vehicle. Thus the action of these driving wheels becomes very like that of an oar in sculling through the water, or a skater when he propels himself by the swaying of the body, with both feet side by side on the ice."

* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.

No. 16 was patented by B. A. Joule, a resident of England, in 1879, and the English patent was taken out the year previous. The machine is one of the very many that have been made to introduce the method of propulsion used in water craft, and the rider of this rocks backward and forward, pulling upon the handles as though he were rowing a boat.

No. 17 was patented by Wm. Mitchell, in 1877. The inventor says:—

"In velocipedes as heretofore constructed, as in all other vehicles propelled by a crank motion, there is a point in the revolution of the axles, known technically as the 'dead-centre,' at which comparatively little or no power can be exerted on the cranks, and to overcome this objection the cranks are so arranged that while one is at its dead-centre the other is in its most effective working position. This, however, when the cranks are directly attached to the driving shaft, causes a tendency to throw the velocipede from one side to the other as the stress of power is changed, causing an uncomfortable movement from side to side. Moreover, the cranks as thus arranged do not entirely obviate the intermittent nature of the motion imparted to the driving wheels, dependence usually being placed partly upon the momentum of the velocipede to carry the cranks past the dead-centre, and thus equalize the motion, rendering it necessary in all cases to propel the velocipede at a high rate of speed, and impossible to propel it slowly with any comfort. Besides, as heretofore usually constructed, the single wheel has usually been employed for steering, which is objectionable, for the reason that the other wheels do not readily follow it, rendering it difficult to direct the movement of the velocipede properly."

This is how he gets over the dead-centre: "The pulley on the driving-wheel shaft being much less in diameter than the fly-wheel, enables the velocipede to be propelled at a high speed with comparatively little exertion, and the momentum of the fly-wheel carries the cranks past the dead-centre, thus imparting a uniform and agreeable motion to the velocipede, while the steering is rendered accurate and easy."

No 18 was patented by P. L. Davis, in 1880. Here you get the united propelling power of the hands and feet. The inventor describes his machine thus:—

"The handles, bell cranks, and connecting rods form a hand-power device, by means of which the rider can propel the velocipede, if desired, by forcing the handles forward and back by the strength of his arms and the weight of his body, and by using the pedal cranks at the same time he can exert both leg and arm power for driving the vehicle. The handles at the same time serve the usual purpose of steering the vehicle by turning the driving wheel in the usual way. By my invention, velocipedes can be propelled up steeper grades, and run with greater ease on ordinary roads than by

means heretofore adopted for that purpose. The handle power also serves as a brake, which gives the rider complete control of the vehicle."

CURRENTS CALAMO

"PEDALS" sends us the following condensation of the average cycling poem:—

Maiden fair,
Cycler bold;
Header square,
Story old.

RENEWALS to the C. T. C. are coming in slowly. Three hundred and twenty-five received up to date of writing.

WE never did like snow, but we do not object to a snow blast such as we publish in our correspondence column. We don't do that kind of thing very often, but thought we would this time.

THE Salem Bicycle Club proposes to have its own track next season.

ON its called runs of last year, the Somerville Club cycled upwards of 1,000 miles.

THOMAS WILLISON, president of the Kenton Wheel Club, Covington, Ky., contemplates a ride from Maine to California next season.

PHILIP FONTAINE, of the New York Citizens' Club, has a record of 3,400 miles for 1885, all ridden in the evening or on Sunday. Elliott Mason follows with an even 3,200.

PRESIDENT HENRY W. WILLIAMS, of the Massachusetts Bicycle Club has received the records of 150 men, and they show up magnificently in advance of anything received in former years.

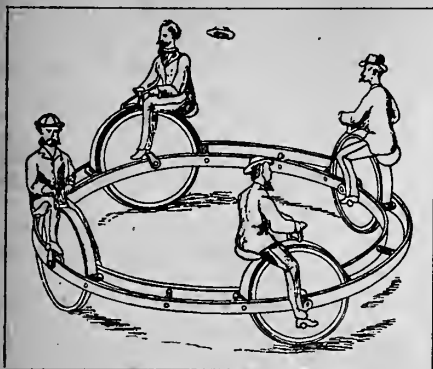
THE Capital Club, of Washington, D. C., has purchased a lot upon Fifteenth street, near Albaugh's Opera House, upon which the erection of a handsome and convenient clubhouse is promised with the advent of spring.

THE Northampton Club talk of holding a race-meeting soon after the next Springfield tournament.

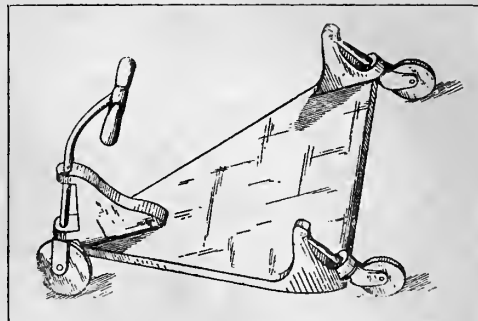
ARTHUR SIDWELL, machinist for Stoddard, Lovering & Co., sailed for England Saturday. He will remain away about six weeks.

THE Cleveland Club mourns because its captain, J. D. Pugh, of the N. Y., P. and O. R. R., has been ordered to New York with the entire department under him, that of claims. The drill corps mourns even deeper than the club. On Christmas Day the latter presented Capt. Pugh with a handsome gold-headed cane.

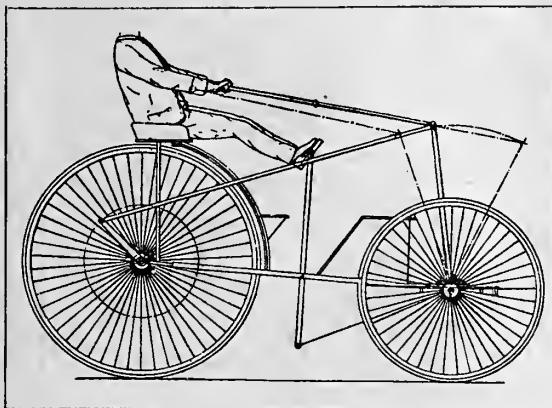
VAN SICKLEN recently had a dog presented to him, and rode over to his friend's house to take doggie home. After being tied to the backbone, forks, step, and a variety of other parts of the machine, and throwing the unfortunate rider seven times, Mr. Dog escaped and scampered back "to the place from whence he came." — *Sporting Journal*.



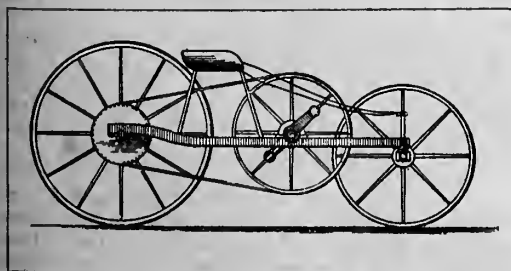
Number 14.



Number 15.



Number 16.



Number 17.



Number 18.

"GONE over to the United States," is what they say in England when a wheelman gets married.

"HEALTH Upon Wheels" has been one of the most successful cycling books ever published. Our sales have been very large, and orders are constantly coming in.

WE have sample copies of the *Cyclist* and *Bi. News*, which we will send on application to those who desire to subscribe.

THE members of the Chicago Track Association responded promptly, and paid off the debt incurred at the late tournaments.

VAN SICKLEN, of Chicago, met with a painful accident while practising the other day, and he is now confined to the house.

CHICAGO is trying to get up a team race with St. Louis.

WESTBROOK and Hacker, the double riders, are anxious to get up a competition with the Wilmot double riders, and have issued a challenge to the world.

ROBERT CRIPPS contemplates a permanent residence in America.

WE have received, by favor of Mr. M. R. Winchell, a fine photograph of the Orange Wheel Club, of Orange, Mass.

MASTER FRED CONINGSBY, a lad of fifteen years, is credited with riding from Paoli to Fifty-second street, Philadelphia, on the Lancaster Pike, a distance of sixteen miles, in 1.14. Lancaster Pike is the best road for wheelmen in Philadelphia, smooth and superb for riding.

BEDDO, of Louisville, Ky., rode the old year out and the new year in.

"JOHNNIE," said a fond papa to his young bicyclist, "spell club." "That's easy enough," replied Johnnie, "first see El, and then you let her be."

MISS ANNIE E. SYLVESTER was the first cyclist to accomplish in public the feat of riding a "single wheel,"—at the Mechanics' Pavilion, San Francisco, Cal., 8 March, 1885. — *Clipper*.

WE saw Canary do it at the Springfield tournament in 1884, and know of its having been done before this.

CAN any coterie show a better record than that which comes from Orange, N. J.? It's a hard one to beat.

MONTREAL wheelmen are up in arms to save their record for the first lantern parade. Let them have it. Perhaps they would like to come down to Boston and give one. We could make it interesting for them.

HUMBER & CO. have been sending machines to Java. We imagine our American "coffee mill" would be popular in Java. We have good grounds for our opinion.

Puck wisely observes that nothing casts a man down more than to have his last match go out, especially after he has bitten the end off his cigar. Evidently *Puck* never has had his last match go out

on a dark night, and been obliged to pedal home in the dark.

THE "Merry Christmas" cartoon of the *News* consisted of well executed pictures of Hillier and McCandlish, the editors.

THIS joke comes all the way from France. "A very funny story to finish. In the championship of the Centre, the rubbers of a racer wheel came loose. A girl, who was passing on the road, cut the strings of her dress and gave them to the cyclist."

THE "Great S——" has taken immensely, and has had a Great Sale. We were in Great Suspense till we got it, and our Great Stock was nearly exhausted by advance orders.

THE Overman Wheel Company promises to show the new model Victor bicycle, 15 February. Remembering the old adage about the capture of worms by wakeful birds, we are inclined to think that the O. W. Co. is in need of worms, and proposes a hunt.

THE prudent wheelman now covers his wheel with Ardill's enamel, whether he intends to use or to store it.

GORMULLY & JEFFERY, of Chicago, have added a new building to their factories, which will be used to accommodate their nickelling and enamelling departments. Their nickelling is entirely on copper. The standard finish for the Challenge and Safety will hereafter consist of enamel in black, with nickelled head, bar, hub, step, and cranks.

WE had a call from Papa Weston, the other day. He tells us that he is now out of cycling so far as business is concerned. He has disposed of all his interest in the Weston Supply Company, and is open for any engagement that may present itself.

I DO not for one moment pretend to be a Sabbatarian, yet the National Cyclists' Union, with Lord Bury at its head, would have brought disgrace on the sport had it thrown out the motion at a recent Council meeting to reject Sunday racing records. A quiet Sunday spin may be all very well for amateurs who are working from Monday to Saturday night, but it would be little else than a disgrace, to say nothing of the illegality, were a congregation dispersing after service to be run down by a mud-covered cyclist who was dashing through the public thoroughfares at express speed, and accompanied by the usual officials who were to verify that the rider beat record—perhaps to the end of a scheming firm of makers. — *The Bat*.

MR. R. HULLAM, of Hobart, Tasmania, made a run for a record on 28 September last. He rode 100 miles from Perth to South Bridgewater, in 9.9, beating by two minutes the record of Mr. Briggs, of Warrnambool, Victoria.

WE have just received advices from Iliffe & Sturmey, in which they tell us that there will be an issue of the *Bicyclists' Indispensable* this year. The

issue of the *Safety Indispensable* interfered with progress on the work last year, and it was not forthcoming as promised, but it is sure to come this year.

CHARLES SHAFFER, of Springfield, whom racing men will remember as an attendant on the Springfield track during the last tournament, met his death by drowning last week while fishing through the ice of Watershop pond. His weight broke through the thin ice, and when he came up again it was under the thicker portion of the ice, so it was impossible to rescue him.

THIS is a very good year for babies, and the Boston club men seem to be favored. One flew into the window at the residence of Mr. Freelon Morris, of that club, last Friday, "from out of the everywhere into the here," and was immediately christened Chester Vanorum. We extend our congratulations.

DR. W. G. KENDALL, of the Boston Club, and Mr. Archie S. Pratt, of the Randolph Club, were among the earliest riders of this season, as before nine o'clock, on New Year's Day, they were pushing a Humber tandem through the mud over the hills between Boston and Randolph. Only the most enthusiastic of riders would have ventured out on a day when the going was so heavy that three hours were consumed in covering a distance often ridden in an hour.

WE are informed by the gentleman who acted as official timekeeper in the race, which was for one hundred miles, in which this record was made, that Mr. Griffin, who acted as half-way timekeeper, and on whose authority Mr. Golder's splendid performance is substantiated, did not compare watches with him either before or after the race. — *Sporting Life*.

STALL and his wife have been down at Smithville seeing stars. He is Boston's great S——.

THE Ixion Club, of New York, started from the clubhouse at 11.30, New Year's Eve, and rode to Riverside and back, seeing the old year out and the new one in.

THE French citizens of New York every year give a masked ball, on the plan of the Parisian masquerades. This year it is to be given on 18 January, at the Academy of Music, and Nilsson and Irving halls, which adjoin the Academy, and will be connected, for the night, by covered bridges. It is the event of the year for men and women who love fun. Along towards daylight it degenerates into an orgie, but the police are always on hand to preserve a semblance of order. Notwithstanding this, there are wild and tumultuous scenes. The masquerades and tableaux are usually very fine. Last year they cost \$8,000. This year \$15,000 has been appropriated. A large number of people from out of town attend. The Citizens' Bicycle Club of New York has purchased two boxes for the night, and has invited the Massachusetts Bicycle

Club of Boston to attend and be its guests.

RECENTLY, at a race in England, a rider was thrown, and his machine was too much damaged to remount. He carried it some distance and fell. He then dragged it in and secured the prize.

JOHN S. PRINCE will have as a partner the well-known fancy skater, R. J. Aginton. They go first to California, then to Australia.

THERE are two "Genuine" Humbers. When the old firm divided, each party was allowed the use of all patents and designs of the firm, and now one has as good a right as the other in the case, and each can claim to make the "Genuine." Why not call them the "Beeston" and the "Coventry" Humbers?

WM. A. ROWE has been made a life member of the Lynn Cycle Club.

WITH our English friends "Boxing Day" comes in December. We generally box our machines earlier than that, but this year the crate did not come down till January.

STALL says he pays for his machines in "cold" cash. We have heard of "cold lead" but never of cold cash. Perhaps he has got a lot of lead dollars.

DON'T miss the second page this week.

IF several of our delinquent subscribers resolved to do better on the 1st of January, they fell back very quick.

WHITTAKER, of St. Louis, Lueders, of St. Louis, and Crist, of Washington, have been in town the past week.

THE Arab cradle springs — or "cradles," as they are colloquially termed — have enjoyed a degree of popularity equalled by no other patented accessory to the cycle; and their widespread use is evidence of their excellence and the satisfaction which they give. Some riders, notwithstanding, have complained that the "cradle spring" is too wide built for bicycles, or for unadjustable tricycles, whose stretch is as far as can be reached; and the excessive freedom with which a cradle spring "gives" in all directions — forward and backward, and sidewise — is objectionable to many people. It frequently happens, too, that the front coils protrude so far forward as to allow the rider's thigh to rub against the steel coil; occasionally the saddle slips back on the smooth surface of the spring; and the round wire sometimes became so loose in the loops by which it was held to the frame as to slide and screw about in a very objectionable manner. To avoid all these drawbacks, the No. 7 and No. 8 cradles have been patented. No. 7 is for bicycles, or Humber-pattern tricycles, the front being bolted to the neck and the rear surrounding the backbone by a new annular clip. No. 8 is for ordinary tricycles, and is provided with a socket and set-screw to slide on

the horizontal part of the usual pin. In both the coils are parallel; that is to say, instead of the spring coiling upward twice, it coils upward once, and downward at the other end, thus being much closer built; and the action is perfectly vertical instead of rocking fore-and-aft; this, we are assured, greatly reduces the vibration. All the disadvantages enumerated above are overcome in the new springs. — *Wheel World*.

President Hodges to the Herald.

PRESIDENT HODGES has addressed the following letter to the Boston *Herald*. It was drawn out by an article in that paper, in which it was stated that the Massachusetts Club would demand certain things of those who appointed committees for the meet, that they should claim a larger representation than the Boston Club; and it was furthermore stated that having a larger membership and a clubhouse of its own, the club could do more and better work than the Boston Club in entertaining the visitors.

To the Editor of the *Herald*: — In your morning issue for Jan. 11 there appeared an article headed "Wheelmen's Meet — The Position of the Massachusetts Club Clearly Defined." It states authoritatively the position of the Massachusetts Bicycle Club relative to the management of the coming meet. If not representing the club's official utterances, it certainly aims to give such an impression to the bicycling public. In order to ascertain if the article was authorized by the Massachusetts Bicycle Club, I addressed the following letter of inquiry to Mr. Williams, president of that association: —

Henry W. Williams, President Massachusetts Bicycle Club — *Dear Sir*: I notice in this morning's issue of the *Herald* an article in which the position of your club is defined regarding the arrangements for the coming L. A. W. meet in this city. There has been a great deal said in the public press in reference to the subject, but no statement has hitherto been made with any authority. This article presumably states your official position. I take the liberty of asking you if the article was published or authorized by you, or any officer of your club. Will you kindly give me a reply, and greatly oblige
Yours very truly,

EDWARD C. HODGES,
President Boston Bicycle Club.

To which he replied as follows: —

Edward C. Hodges, President Boston Bicycle Club — *Dear Sir*: The article referred to in your note of to-day is editorial in the *Herald*, and the responsibility rests where all editorials do. As to whether or not I favor the sentiments therein contained, I hardly care to say,

as I have notified the club that I am going out of the presidency, and do not care to embarrass the new management which comes in Feb. 2. The club (nor the club committee) have not yet moved in the matter. Yours very truly,

HENRY W. WILLIAMS,
President Massachusetts Bicycle Club.

It will be seen that, however "clearly" defined the position of the Massachusetts Bicycle Club "might be, no authority was given by that club or its officials for the statement. We have Mr. Williams' statement that nothing has been done in the matter by his club. You have here my statement that the Boston Bicycle Club has taken no official action beyond voting its active membership (consisting of 88 men) and those of its 169 associate members who are wheelmen into the L. A. W. Where, then, is there a chance for any misunderstanding between the clubs?

I will not attempt to answer all the misleading statements made in the article, but I must say that the Boston Bicycle Club have no idea of "sulking," nor have they uttered any "threats." Neither will they allow any one to publicly assign them to a position they have never taken, only to be maligned for so doing. This article is not written in defence of the Boston Bicycle Club. That organization needs no defence. When it assumes a position of arrogance, when it shirks its duty, or when it tries to draw into disrepute another club, there will be time and space enough to call it to account for its shortcomings.

EDWARD C. HODGES,
President Boston Bicycle Club.

How I Won the Challenge Shield.

I SPRANG to the saddle and Wheeler and Lea;
I treadled, Lea treadled, we treadled all three;
"Five mile!" cried the judge, decked in rosette of blue;

Whiz! went our front wheels as past him we flew;
And loud were the public with cheer and with jest,
As round the first lap we sped on abreast.

Not a word to each other; we kept the great pace
Yard by yard, wheel by wheel, never changing our place:

And firm in my saddle — prepared for each swerve —
I steadied each muscle and braced up my nerve,
Reserving my whole strength, kept pace with the two,
And neither was favorite, at least to the view.

We were scratch all at starting; but when we drew near

The first mile I led, amid deafening cheer;
At two the "crack" wheeler was first of the three;
The third mile was led by the resolute Lea;
And from ropes and pavilion was heard the loud roar
As the judge's gruff voice gave the mileage at
"Four!"

At five miles I spurred and kept up the run,
And gained the lost lead that the others had won,
And bent o'er my wheel and went inch by inch past
My sturdy opponents and left them at last,
With sure-footed pedals each spinning away,
And still on the watch like a cat for its prey.

I now kept the inside and heard them at my back —
Saw their shadows athwart on the smooth cinder
track,

And each eye's sharp lookout least they neared on the
right,

Kept my bi. well in hand as each wheel came in
sight;

And the roar of the people which aye and anon
Would quicken each pedal and hasten it on.

Next moment Lea fell; cried the judge, looking grim,
"Poor fellow, fought bravely, the fault's not in him,
'Tis cursed ill-luck!" For he saw by his face,
Scarred and cut, and white lips, he was out of the
race,

And carried him off to the shade of the tent
And came back to criticise us as we went.

So we were left treading, Wheeler and I,
To spin for the prizes — no cloud in the sky;
The broad sun above shed its pitiless shine,
Down my face rolled the sweat and stung me like
brine;

Then loudly the judge, coming near as we passed,
Said, "Go it, my hearties, this lap is the last!"

How they shouted! and all in a moment a spurt
Gave him an inch lead — but he found me alert,
And then was my stamina put to its test:
He and I fought the battle, and onlooked the rest,
With his head near the wheel, and his teeth firmly set,
He still kept my side and no farther could get.

Then I called up my energies; loud was the cry
That came from the thousands of spectators nigh;
Gripped firmly the handles, the grasp of grim death,
And steadied the pedals, then took a deep breath,
Clenched my teeth, gained a yard, as we flew down the
track,

Till the shouts told me plainly I'd beaten the "crack."

And all I remember, is friends flocking round,
Who bore us both shoulder high then off the ground,
And the club all *en masse* cheered this record of mine,
And my health was the pretext for bumpers of wine,
And the fellows all voted three cheers from the
field,

For the victor and vanquished, who fought for the
shield.

W. H. SMITH, in *Wheeling*.

RACING NEWS

Road Race.

THE beautiful weather stimulated the riding members of the Harlem wheelmen of New York to such an extent that a road race of two miles, on one of the excellent boulevards from One Hundred and Twenty-Eighth street to One Hundred and Forty-Eighth street and return, took place on New Year's Day, between six members and in the presence of nearly the whole club and a large crowd of spectators, for a road race of the Harlem wheelmen was a novel affair for Harlem people. The first prize, a gold L. A. W. badge, was eagerly sought after and won by hard riding by H. D. Cochran, and the second prize, a silver C. T. C. badge, was captured by A. T. Steiner. The genial and enthusiastic president came in third. The day was beautiful but the roads poor. The pleasant clubhouse of the Harlem wheelmen was all day in charge of some one of the members, and a great many visiting wheelmen called and were pleasantly received.

Some of the members were out riding nearly all day. — *Cyclist and Athlete*.

WHEEL CLUB DOINGS

BOSTON. — The January meeting of the Boston Club was held 6 January. There was a large attendance of members. After the various reports had been accepted, six new members were admitted to the club. Secretary Hodgkins reported that a restaurant had been established in the clubhouse during the past month, and told of the great success which had attended it. A *table d'hôte* dinner is served every evening at six o'clock, and at other times meals are served *à la carte*. J. S. Dean discussed at some length the proposition of holding an annual dinner. In his opinion, it was better to hold a reception at the clubhouse than a regular dinner at some hotel. It was proposed to have a grand reception at the clubhouse with a banquet, which should partake somewhat of the annual dinner. Messrs. Harrison, Robinson, Fourdrinier, and others spoke strongly in favor of the motion, which was passed unanimously. The matter was left in the hands of the club committee, with instructions to hold the reception on the evening of the first Saturday in February. The following officers were elected for 1886: President, E. C. Hodges; secretary, E. W. Hodgkins; treasurer, F. A. Nelson; captain, R. J. Tombs; first lieutenant, J. S. Dean; second lieutenant, E. G. Whitney; active representative club committee, Lowell T. Field; associates, J. R. Chadwick, W. N. Goodnow, W. W. Keith, Dr. H. H. Gage. Regarding the club joining the League, it was voted to ratify the action of the club three months since, and Mr. Dean gave notice of a proposed amendment to the by-laws requiring every active member of the club to join the League. Regarding the rumors of probable trouble between the Boston and Massachusetts Clubs about the management of the coming League Meet, President Hodges stated that they were utterly without foundation. The Boston Club desired a proper representation, but no matter what they were given, there would be no fuss made about it.

WEEDSPORT. — Following are the officers of the Weedsport (N. Y.) Club for 1886: President, H. D. Brown; vice-president, Chas. C. Teall; captain, J. R. Rheubottom, Jr.; lieutenant, F. L. Durbin; secretary, H. E. Rheubottom; treasurer, C. K. Durbin; bugler, C. D. Hugunin; commissary, W. Raymond Brock.

WAKEFIELD, MASS. — The regular monthly meeting of the Wakefield Bicycle Club was held Monday evening, 4 January, at which time the semi-annual election of officers occurred. The following are the officers for the ensuing six months: President, E. N. Heath; vice-

president, J. C. Clark; secretary, E. A. Wilkins; treasurer, S. O. Richardson, Jr.; captain, E. D. Albee; first lieutenant, W. J. Hall; second lieutenant, F. C. Patch; club committee, president, secretary, treasurer, C. A. Nott and W. E. Eaton. Three new members were admitted. The club voted to postpone their dance and entertainment from 22 January until 12 February, and to have Edmunds' Orchestra. The club is in a very prosperous condition, having enlarged their quarters, and with all the latest improvements. They have among their associate members some of the influential citizens of the town, and more are to be added soon.

Editor Bicycling World: — At a meeting of the Brooklyn Bicycle Club held this day, the following resolutions were adopted.

Whereas, It has pleased Almighty God in his Divine Providence to take unto himself the spirit of our brother CHARLES GODFREY KOOP, and

Whereas, We feel that, by his death, the great brotherhood of wheelmen have lost a member, whose early conviction of the utility and benefit of cycling was exemplified by the enthusiasm and self-reliant courage, which he exercised as the pioneer wheelman of Brooklyn; and

Whereas, His connection with the Brooklyn Bicycle Club dates from its organization, since which time and during the several years of his active membership he performed with strictest fidelity his obligations as a member, as well as the duties of the several offices which have been honored by his acceptance. Therefore be it

Resolved, That the Brooklyn Bicycle Club desire to place on record the expression of their appreciation of his Christian character and the pleasant recollection of his presence among us. And be it further

Resolved, That we have heard of his death with feelings of deep sorrow for ourselves, and with heartfelt sympathy for his afflicted family. A faithful officer, a devoted coworker, and a true friend, his brightness of disposition and kind interest in everything pertaining to the welfare of our club, have earned for him a special abiding place in our memories.

Resolved, That a copy of these resolutions, suitably engrossed, be sent to his family, with the assurance of our condolence and sympathy, and of our sense of the great sorrow with which, by the death of a son and brother, they are afflicted.

For the Brooklyn Bicycle Club.

A. B. BARKMAN,

President Board of Trustees.

BROOKLYN, 5 Jan. 1886.

UTICA, N. Y. — The Fort Schuyler Wheelmen held their annual reception and banquet at headquarters in the Devreux Block, on New Year's Eve. At table the following toasts were proposed by toastmaster E. M. Glenn; and responded to as follows: Our visitors, W.

H. Hill; Rome Bicycle Club, W. W. Nicholson; the L. A. W., Charles H. Metz; the press, J. J. Flanagan; honorary retired members, H. K. Vansize; the ladies, A. J. Wood.

After the supper, all returned to the parlors, where the rooms were filled with wheelmen, tobacco smoke and mirth, until 2 A. M. in 1886.

UTICA, N. Y., 9 Jan. 1886.

At the semi-annual meeting of Knock-about Wheel club of So. Gardner, Mass., held Wednesday evening, the following officers were elected for the ensuing term: President, J. Myron Moore; secretary and treasurer, W. H. Putnam; captain, A. E. Knowlton; first lieutenant, Geo. H. Holt; bugler, W. H. Putnam; color sergeant, C. S. Holt.

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Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: B. Henry Carpenter, 35 North Franklin street, Wilkesbarre, Penn.; Edward N. Carpenter, 35 North Franklin street, Wilkesbarre, Penn.; Burton Voorhis, 48 South Franklin street, Wilkesbarre, Penn.; W. R. Bowman, Washington street, Wilkesbarre, Penn.; Harry D. Cochran, 1,995 Madison avenue, New York; Leslie B. Boutwell, Greenfield, Mass.; Albert T. Steiner, 48 East 124th street, New York; Wade Chance, Canton, Ohio; George H. Chandler, 776 Case avenue, Cleveland, Ohio; Frank H. Adams, 237 West Canton street, Boston, Mass.

Lallement

HAD the right idea about the size of wheels, but he did not see the advantage of vertical action, such as is found on the Rover safety; and by the way, Geo. Smith, who holds the world's records for one hundred miles on the Rover, say that he is "now thoroughly convinced that the Rover safety is the fastest machine ever made; and if, on Saturday, I had not been slightly off color, and had been favored by a gale of wind as in Kangaroo race last year, am positive I should have brought the record down to 6.45 at least. I am also convinced that all "track"

records will be lowered upon it. Nothing can live with it, either upon the road or path." J. A. R. Underwood, Washington street, Dorchester, Boston, sells these machines.

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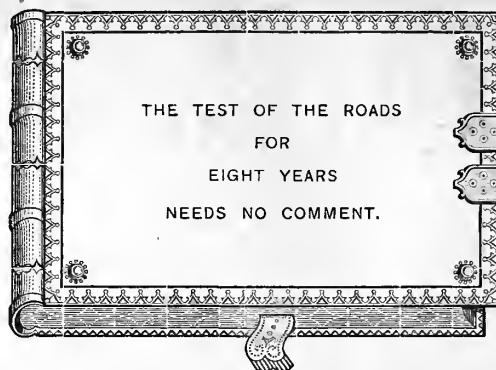
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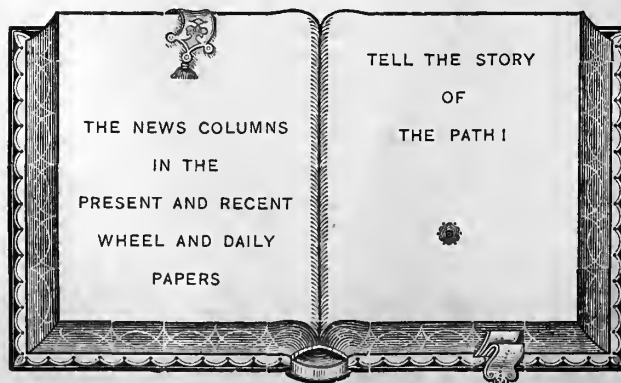




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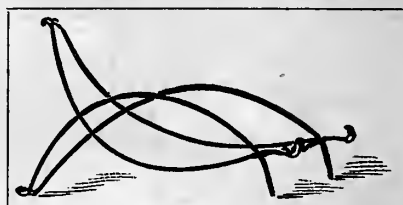
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BOSTON, 22 JAN., 1886.

Volume XII.
Number 12.



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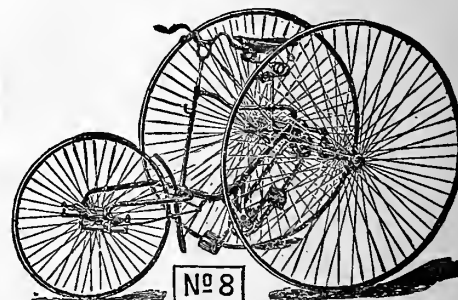
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 22 JAN., 1886.

THE COMING MEET.

WHEN the board of officers of the League voted to hold the annual Meet in Massachusetts, every one knew that Massachusetts meant Boston, and the officers so voted, with the understanding that the Boston Club should return to League Membership, and join with the Massachusetts Club in arranging for as great a success as the former Meet held in this city.

A few days prior to the meeting at which the Boston Club voted to join the L. A. W., the Capt. and Lieut. of the Massachusetts Club, and the President of the Boston Club, held an informal meet-

ing, looking to the formation of committees of arrangement. The general outline of a plan was then agreed upon between them, but all details were left until the Boston Club had joined the L. A. W.

That was the last and only meeting that has been held.

It has since transpired that the officers of the Massachusetts Division will have charge of the Meet, and Chief Consul Ducker will superintend affairs, and call to his aid such local talent as he can secure. To this end a mail vote has been sent out to the officers of the State Division, and they are asked to express their opinions on several questions connected with the meeting. The conclusions arrived at can only be conjectured. Certain it is, however, that the Massachusetts State Division of the L. A. W. have determined to go ahead and manage the Meet, and are now considering the problem of how much aid they want, and where to obtain the same. That there is talent enough in Boston to furnish this assistance, there can be no doubt. These facts are considered settled. The Meet is to be held here 27, 28, and 29 May. It is to be managed by the Board of Officers of the Massachusetts State Division. A meeting is to be held soon by the Board, to which the Clubs of Boston and vicinity are to be invited to send delegates. This is as far as the arrangements have progressed, and after the meeting of the Board referred to above, the actual work will commence.

The Meet of 1881, in Boston, was planned and carried out by a committee, composed of members of the Boston, Massachusetts, and Crescent Clubs.

Below is the Treasurer's statement, showing gross items of expense and receipts. Of the \$615 subscribed to defray expenses of Meet, the Boston Club gave \$230; Massachusetts, \$206; Crescent, \$58; Chelsea, \$15.50; Harvard, \$3.50; Middlesex, \$2; Roxbury, \$10; Unattached, \$64; Waltham, \$11; Worcester, \$15.

The visiting wheelmen were entertained gratuitously, excepting the banquet, which was charged for at \$2 per plate.

FAIR PLAY.

THIS journal has always aimed to do justice to every one, and although errors have been committed, when found to be

such, prompt correction has been made. Therefore we think that we can safely say, that our intentions have always been to give to all what is commonly called fair play. Fair play is a jewel, but it is an expensive gem, as the wearer of it often finds to his cost. It is an honorable adornment, its use being confined to those who prefer honor to riches.

During the past few weeks (if we may judge from the articles which have appeared in the daily press, and particularly the *Herald*), there has been a great deal of bitter feeling and jealousy between our two large cycling clubs, as to the management of the L. A. W. Meet. This rivalry culminated in an article published in the *Herald*, 11 January, under the head of "Wheelmen's Meet." The article defined the position of the Massachusetts Club, and apparently emanated from that club, or some of its members. President Hodges' reply, which included a letter from President Williams, shows that neither club were responsible for these articles, and that they were written by persons wholly without responsibility or authority.

Some one had, therefore, been busy making "columns" out of whole cloth. The fact that the cycling editor of the *Herald* is a member of the Massachusetts Bicycle Club, does not make his writings the official utterance of that association. We regret to feel that Mr. Morse has taken advantage of his position, by misleading statements, to not only foster any rivalry that may have existed between the clubs, but to make trouble where none existed. Owing to certain peculiar circumstances, the relations between these clubs has, at times, been strained; but, as far as we know, they are now on good terms, and will probably remain so, notwithstanding Mr. Morse's efforts to the contrary.

Speaking of Mr. Morse, brings us to the following paragraph, which is taken from his "Cyclists" in Sunday's *Herald*:—

It is refreshing to note the stand taken by President Hodges in regard to the position of his club on the committees to prepare for the next L. A. W. Meet. Whatever has been said in these columns has been said by authority of leading L. A. W. members, although this was not official. It is also refreshing to know that

the Boston Club won't sulk or make any threats, and will do all it can to make the Meet a success. There is no reason why the presidents of Boston's leading clubs should not join hand and hand and pull together.

Anything that is re-"freshing" to Mr. Morse is like carrying "Cycles to Coventry."

The following is the article referred to in the *Herald* of 11 January:—

WHEELMEN'S MEET.

THE POSITION OF THE MASSACHUSETTS BICYCLE CLUB CLEARLY DEFINED.

THE article that appeared in the *Globe* last Sunday, relative to the action of the clubs of Boston in regard to the next Meet of the League of American Wheelmen, is pronounced by members of the Massachusetts Bicycle Club to be wholly misleading. They say that there has not been the least wrangling on the subject, so far as they are concerned, but all the talk that has been made comes from another quarter. The statement that the Massachusetts Club would consent to a scheme of proportionate management is entirely correct. They do not propose to place themselves on an equal footing with a club having but a quarter of their own membership. They say that they can do four times the amount of work with that times the number of members. They have never insisted upon any point. The Boston Club claims that with its 70 members it can do fully as much as the 250 of the Massachusetts Club, and here it is that the two clubs differ. The idea is absurd, and the bare fact that the Massachusetts Club has its own clubhouse, while the Boston has a leased dwelling-house, shows that the former will naturally have the most to do. The Massachusetts members say, in answer to the threat, that if the Bostons are not allowed an equal representation, they will not associate with the Massachusetts Club in the management of the suit [*sic*], but will let the members of that organization run the whole thing, that the Bostons can meet themselves. The Massachusetts Club will make no effort to be autocratic, but if the Bostons choose to sulk, they will go in and do their prettiest to make matters a success. The Massachusetts Club has never claimed to be the sole entertainer, and its position thus far has been dignified and open. It has never tried to crowd out smaller clubs, and is on the friendliest of terms with all. There are several clubs in the vicinity belonging to the League with almost as large a membership as the Bostons, who have not complained of any squabbling.

As far as Chief Ducker is concerned, his plan is a desirable one, as far as the Boston Club and himself are concerned, but it won't suit the Massachusetts boys. He has really nothing to say, except as a member of the Massachusetts Club. There is no need for jealous feelings.

The outcome of the situation will soon be seen, when the Massachusetts Club will call either a general meeting of the different clubs of Boston and vicinity, or a meeting of delegates of clubs, chosen according to the League membership of each club. The executive committee can be made as small as desirable, on the basis of one delegate for every twenty, twenty-five, or fifty League members.

Our theme is "Fair Play." If Mr. Morse will assure us that the above was not created or written by him, we shall be glad to do him the credit of saying so. We hope that Mr. Morse will excuse us for selecting him as a fair subject of our text, and as an example of what is *not* fair play. If he can benefit himself, or the paper he represents, by the above, he is welcome, and we shall be glad to know that we have helped him in that direction.

BROTHER Aaron is not well pleased with our position on the question of League membership. We commended the League as a most excellent institution, and advised every wheelman to join it. We did not say that each and every member receives a direct benefit from

his membership, for we do not believe he does. We know that very many do, and we also know that many members receive no direct return whatever beyond the reception of the *Bulletin*. But we were not disposed to take so narrow a view of the subject as Editor Aaron would approve, for he would like to have us preach a sermon on direct benefits and appeal to the selfish side of humanity. We will leave this work for the *Bulletin*. We prefer to take a broader look at the question, and urge upon wheelmen to give their support to an institution that does much work and promotes the interest of our cause throughout the land. We believe that every wheelman should do this, and we submit that it would argue a better condition of things if the cyclers would send in their dollars to the League with a desire to help along its good work, regardless of any direct benefit to themselves, than it would were each and every one to look upon his dollar as so much money invested for the sake of getting a good return. In the one case we shall see harmony in the League, and in the other perpetual discontent. Mr. Aaron says we are prone to damn the League with faint praise. We deny the charge. The League has no stronger advocate than the *WORLD*, but we like to take a broad view of questions, and we are not often found appealing to selfish interests. If this is damning with faint praise, we think it is better to damn the League than to bless it.

EDITOR Aaron dislikes our views regarding the League *Bulletin*. This question we decline to discuss with him, for he starts out by impugning our motives. To say that the *WORLD* has a rival to fear in the *Bulletin* is as far removed from the truth as it is possible for a statement to be. We have to meet this charge whenever we say a word regarding the League's newspaper policy, but we are not deterred from speaking our mind. We are in a position to discuss questions of this kind on their merits, and we shall continue to do so, regardless of all such insinuations as our brother makes.

THE BICYCLING WORLD does not look with fear upon any cycling newspaper. It has no dreaded rival. Every paper that is published helps to make readers of the wheelmen. When once the wheelman is interested in the litera-

ture of the wheel, he will look about for the best paper, and among a large number of searchers, we think we shall get our just proportion of subscribers. The *Bulletin* goes to many men that do not see any other paper. It will awake in many of them a taste for reading about the wheel, and they will not long be content to read that paper alone. Many of them will enter our lists. In this way the *Bulletin* aids us materially. It does not hurt us. It is not a rival to be feared.

AND now we will repeat what we said before, and to which Mr. Aaron takes exception. We do not believe the League can afford to supply a weekly newspaper gratis to its members. We believe a monthly would fill every purpose of the League, and give it an income that could be used to advantage. The League has, or should have, a good use for all the money it can get.

THE manufacturers are seldom heard from at the meetings of the L. A. W., and it is well that they shouldn't be, for many reasons; but we want to suggest to them that they can be heard from to good advantage at the Boston meet, and profit themselves as well as entertain the visitors. A show of machines like that given in London would be a decidedly popular feature of the meet, and it could be carried out at little or no expense. Boston is the great distributing market of the cycling trade, and in no other city could a show be conducted so easily, nor could a more fitting time be chosen. Let the manufacturers get together and give us a good show.

IT is often very hard to draw the line between what is good English and what is slang; and, moreover, that which is the one in one portion of the English-speaking world, becomes the other in another quarter. The following is taken from a letter in the *C. T. C. Gazette*:—

"But I began with reference to literary style, and I would beg to close with the expression of an opinion that the English language, as used in Great Britain, is comprehensive and good enough for all purposes, when writing for the edification of ordinary English folk. There is a communication in the November *Gazette* from '5247,' in which he says, 'I frequently coast a moderate hill.' Well, I venture to believe that not a few of his readers fail to jump at the conclusion as to what is the meaning of the word. If he had said that 'I frequently shoot,' or



“WHAT THE EYE CAN'T SEE, ETC.”

From “Wheel World.”

‘I frequently *rush*,’ or ‘I frequently *run* a moderate hill,’ he would have been instantly understood. The word ‘coast’ is a word in use in the New England States of America, and is applied to shooting down a hill at the fastest velocity in a hand-sleigh (or sled) over the snow in winter, and is analogous to ‘obogganing’ (*sic*) with the Canadians. It is true that American cyclists have taken to use the word as indicating rushing down a hill, but there is no need in Great Britain to resort to its use.”

Therefore it is good English to say, “We shot that hill,” and very bad form to say we “coasted” it. We have often been requested to “shoot” a hat, but shooting hills is not practised in America even on a hand “sleigh.”

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

A Sad Case.

Editor *Bicycling World*:—My ex-

perience has been, to say the least, a little peculiar. Nearly five years ago, when I was nineteen years old, I began my career as a wheelman by wrestling with a forty-six inch home-made “bone shaker.” My next mount was a fifty-inch wooden bicycle, and I pounded around with this for about a year, and then traded it for an air-gun. It (the bicycle, not the gun) was a pretty good fit. I then bought a fifty-two inch Standard Columbia, which I soon outgrew, so I disposed of it and procured a fifty-four inch of the same make. This, also, I soon found too small, and invested in a fifty-six inch Expert. To my surprise I soon discovered that even this one was not large enough, and last summer I traded it for a fifty-eight inch. I shall soon begin to look out for a trade for a sixty-incher.

A very simple calculation will show that my leg-reach has increased about six inches in less than five years. In the same time I have grown in height very little, and at present I stand five feet ten inches. The conviction is thus forced upon me, that I am soon going to be nothing but a long and attenuated pair of legs, topped off with an ordinary-looking intellectual dome. In a few years more I shall present about the same startling appearance as an animated pair of com-

passes astride an 82-inch bicycle. Cheerful prospect! It would be a little awkward to be all legs, to say nothing of the inconvenience, but I cannot give up riding. What shall I do to stop this abnormal development of elongation of the lower extremities?

Yours in perplexity, G. R. J.

A Year's Record.

Editor *Bicycling World*:—In your issue dated 18 December, I notice an inquiry from “Tuff,” with a suggestion that somebody should claim a record of the most numerous riding days in a year, and you instance W. J. D. Wilmot as having a record of 365 days’ riding. I think I can cap this, having ridden 365 days *in the open air*, in 1883; and again 365 days in the open air during 1885. Wilmot’s riding, I understand, included a good deal of hall or rink practice. On the former occasion, my 365 days’ riding was exclusively on tricycles, with a total distance of 6,000 odd miles; but during 1885 I did a little bicycling as well, my record for the year standing as appended. I may add that I purposely missed some days in 1884, for experiment, and shall do the same in 1886, being convinced that in such a rainy climate as we have in

England it is more pleasurable to miss riding for a day or two now and then.

	Days Out.	Miles ridden.	Rough Average.	Longest Ride.	Remarks.
1885.					
January.....	31	390	12½	29	Wet and windy.
February.....	28	448	16	66	Very wet.
March.....	31	847	27	79	Fair.
April.....	30	832	28	82	
May.....	31	1,164	37½	107	Short distance racing on the path reduced mileage.
June.....	30	436	14½	128	Very dry.
July.....	31	482	15½	47	Wet and windy.
August.....	31	495	16	42	
September.....	30	597	20	58	Very wet, muddy, and foggy.
October.....	31	645	21	49	Only two or three days dry.
November.....	30	291	10	33	
December.....	31	394	13	35	
	365	7,021	19½	128	

Machines ridden: Quadrant tricycle, 4,510 miles; tandem tricycles, 1,030; Rover safety bicycles, 1,079; various machines, 402.

A. J. WILSON,
North London Tricycling Club.
1 JAN. 1886.

Sparkbrook Tandem.

Editor Bicycling World:—Noticing, in your issue of 8 January, an article on "tandems" by your correspondent 5678, I beg to call your attention to errors he has unwittingly made in describing the "Sparkbrook tandem," and ask that you will kindly rectify them. Now that the "Sparkbrook tandem" has prematurely been introduced to the American riders, they should have at least a true idea of the machine. Your correspondent's description is both incomplete and inaccurate. The errors he makes are due to the fact that at the time he rode the machine the front saddle was placed too far forward.

The principal mistake was the position of the pedals, in reference to the axle and seat. The saddle being too far forward gave the impression that the action was too vertical, while in fact, by actual measure, when in the proper position, it proved to have about the same relative position as on the "Victor tricycle." He was again mistaken in stating that the close proximity of the pedals to the axle made it possible for the rider's heels to touch the axle. This is not the case, but the mistake arose from the following: as in all Humber pattern tandems, the bearing boxes are nearer to the heels of the front rider than the axle of the machine, and by inclining the heels too

far inward it is apt to touch. This, however, as an objection is *nil*, for not one of the numerous ladies and gentlemen who have ridden this machine with me has mentioned it as an objection. As regards the foot brake, the price is \$15, not \$10, as he states. In addition to the five points of difference from the regular Humber machine, a true description merits mention of four other points, namely the following:—

First. The Sparkbrook patent differential double driving gear. This gear is steel, and is placed in the middle of the axle in an egg-shaped box, thus preserving symmetry. Its strength and wearing quality has gained it a wide notoriety in England.

Second. The gear chains are of the larger link pattern, and make it impossible to slip over the teeth of the chain wheel, a thing which your correspondent acknowledged to me to have occurred on his "Humber."

Third. The back handle-bars are the curve cowhorn pattern, with the handles brought back, thus bringing them in a natural position and giving better control of the machine. The front handle-bars are also bent to bring the handles in a more convenient position. The front seat will admit of ten inches adjustment as to height.

Fourth. The machine is more readily converted into a single than any other Humber pattern tandem.

The great point of difference from the "Humber," and one that received but slight mention by your correspondent, is the extra bracing and different distribution of the weight of the front rider, which is accomplished by carrying the bow-shaped piece of tubing to the ends of the axle, which stiffens the steering and strengthens the machine wonderfully. This feature has already saved my machine from complete ruin, for a collision while running down a hill at full speed did no further damage than send a human, who was so unfortunate as to be in the road, on an aerial flight of fifteen feet, while we continued on until the overturning of the machine brought us suddenly in contact with the ground, whereupon there broke on our vision the whole starry firmament, and we mutually agreed that we had not seen such a meteoric display since the year '66. A buckle wheel proved to be the only damage done, and this was soon forced, by the combined weight of three men, into its proper position, and in ten minutes we were continuing our pleasant ride with naught to mar it but a loose tire.

The easy-running qualities of the machine so struck your correspondent that nothing short of a measurement of the gear would convince him that a machine with forty-inch wheels geared to fifty-three inches could run so easily. The measurement showed it to be geared to fifty-three and a third inches.

To correct another small error, I would state that the Sparkbrook machines are

imported, not by me personally, but by the firm of McCoy & Williams.

WM. D. MCCOY.

NEWARK, N. J., 12 Jan. 1886.

On the Ice.

Editor Bicycling World:—On Sunday I had the most enjoyable tricycle ride of my cycling life, on the ice on Dorchester Bay.

I had no idea that one could travel so fast on a machine, as my speed was only limited by the ability to get my feet out of the way of the pedals. In time we will be obliged to have another class of records, those made on ice, which I have no doubt will be faster than those made on any other surface.

W. G. KENDALL.

Rake and Throw.

Editor Bicycling World:—A correspondent in the recent number of the WORLD inquired if a bicycle with a long throw of crank and a big rake of the forks would not be a good road machine. You might inform him that my this season's record, of almost 4,200 miles, was made on a machine with a six-inch throw of crank, and a two and one half inch rake to the forks. As to the speed of the machine I can assure you that I was never the last one of a party to arrive at an objective point, even when scorching was the order of the day; and as to safety, the extreme rake of the forks allowed me to rush down hills that others had to take carefully.

W. G. K.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 333,128. Bicycle, Thos. B. Jeffrey, Ravenswood, Ill.

No. 333,268. Velocipede, Caspar Webber, Chicago, Ill. A tricycle.

No. 333,531. Clutch for tricycles, John M. Marlin, New Haven, Conn.

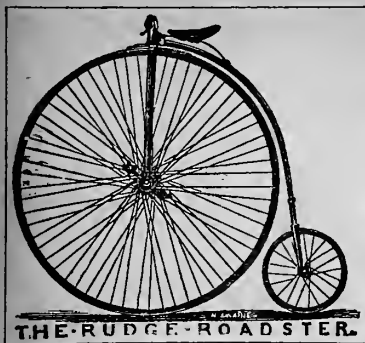
No. 333,592. Journal bearing for velocipedes, Anton H. Bock, Meissen, Saxony, Germany.

No. 333,936. Bicycle, Chas. E. Duryea, St. Louis, Mo. Rider sits within a large wheel.

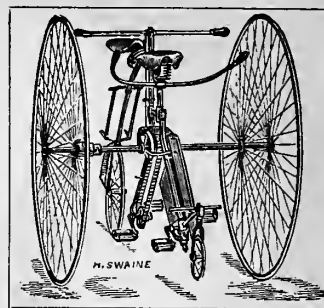
No. 334,164. Bicycle seat, Chas. M. Clarke, Pittsburg, Pa.

No. 334,325. Bicycle, Joseph L. Yost, Chicopee, Mass.

No. 334,322. Ice-tire for vehicle wheel, Thos. B. Williams, Orange, Mass. An ordinary bicycle tire is provided with a supplemental tire comprising a series of pivotal links, having prongs at its bent ends projecting beyond the wheel-tire, the side-bars of said links being located on opposite sides of the wheel-tire below the plane of the outer surface of its periphery.



THE RUDGE Bicycles and Tricycles



Rudge Humber Tandem.

SEASON OF 1886.

With a view of informing our Friends what our Plans are for the coming Year, we give them below a few Ideas regarding the Machines we are to handle. Our Manager has visited England, and has examined carefully Every Detail in regard to the manufacture of the Rudge Bicycles and Tricycles.

As regards the **BICYCLE**, there are no changes in the **RUDGE LIGHT ROADSTER**, **AMERICAN RUDGE**, or **RUDGE RACER**. Last year we perfected them, and our machines have given such thorough satisfaction that we have not deemed it advisable to make any alterations. A change is not always an improvement, and we prefer to adhere to what we know is thorough and reliable, rather than to make any alterations which may or may not be found afterwards to be what is desired, or could be called an improvement.

In the **RUDGE SAFETY** we have carefully examined every point. We may say that last year was really the first year for the manufacture and sale of the Safety Machine, and the **RUDGE SAFETY** this year will have marked improvements, and we can confidently recommend this machine to our agents and riders.

We shall also have a **NEW SAFETY**, similar to the Rover, but which will be somewhat higher in price than the present type. Full details of this will be furnished later.

In **TRICYCLES** we shall have a tricycle which contains all the essential points of the Crippler and Quadrant combined. It will be furnished with the Quadrant large front wheel, but with bicycle steering and long wheel base. We have studied this point very carefully, and feel confident that when the riders see this machine they will be more than pleased, as it combines strength, lightness and easy running, and with very little difference in speed as compared to the bicycle. To those who have not as yet been satisfied with any tricycle they may have seen, we would ask them to wait and examine our catalogue.

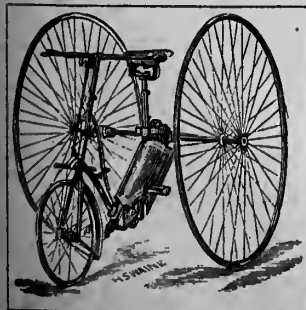
For a **TANDEM** we shall handle the well-known and popular Coventry Rotary, which is fully described in our 1885 list, and also the "Genuine Humber" Tandem. Messrs. Marriott & Cooper's "**GENUINE HUMBER**" Tandem Machines are now made by Messrs. D. Rudge & Co., and the above gentlemen's wide-spread, practical and mechanical knowledge, which has given the Humber Machines such prestige in England, combined with Rudge & Co.'s experience and skill in material and workmanship, will leave nothing to be desired; and we can with confidence recommend these machines to the notice of our agents and their customers.

All of these machines are well known in England, and combine all the latest ideas of of mechanical ingenuity and skill.

We are at present preparing our catalogue for 1886, which will be out the latter part of February, and which will be forwarded to you at the earliest possible date, so soon as we have our plans completed. We would suggest that you wait and see our catalogue before deciding what your mount for this season will be.

We remain, yours very truly,

STODDARD, LOVERING & CO.

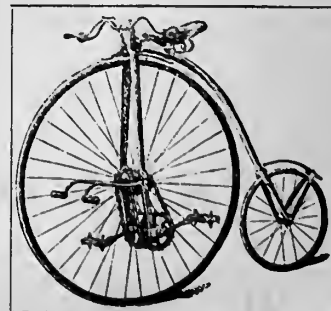


Rudge Crippler.

SEE THAT YOU HAVE AN AGENCY
— OF THE —

RUDGE

FOR 1886.



Rudge Safety.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH **APOLLO** **Weighing 34 Lbs.**

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

— **THE** —

"MARLBORO' CLUB."

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

Anent the Bermuda Tour.

THE readers of this paper have doubtless noticed the advertisement of the above tour, and the items in regard to the same, which have appeared from time to time. It may not be so generally known why Bermuda possesses such special advantages for wheelmen, or why I am desirous of inducing a large party of wheelmen, and their friends who are not votaries of the wheel, both ladies and gentlemen, to accompany me on a tour to those islands. Let me briefly outline the general features of Bermuda as they appear to me.

Seven hundred miles out in the Atlantic Ocean, inside of a coral reef, lie three large islands connected by bridges, that practically make them one. These islands, taken together, are in the shape of the letter J, and their total length is about twenty-seven miles. In the curve of the J are numberless smaller islands, clothed with the cedar trees peculiar to the country.

About the centre of the three islands, at the end of the curve, is the city of Hamilton, while at one end of the islands is the old town of St. George's, and at the other end is the naval station of the British North Atlantic Squadron. Here is the largest dry dock in the world, and inside the great forts are immense quantities of powder and ball, and stores of coal for the use of Her Majesty's war vessels. Between these three points is a beautiful country devoted to the cultivation of the onion and potato for the New York market, while bananas are largely raised for home consumption. Hard coral roads run from one end of the islands to the other, several roads running parallel with each other, while intersecting cross roads occur at frequent intervals, making in all over one hundred miles of good riding for the bicyclist. But the chief charm of these roads is the beautiful scenery through which they take one.

Bermuda is really a mammoth park. It was one of the earliest settled portions of North America, and has for generations been cultivated by the hand of the white man, or rather the black man, as the negroes, formerly slaves, do all the manual labor. Its climate is probably one of the most equable in the world, the thermometer seldom rises above seventy-five degrees, or falls below sixty.

All kinds of tropical vegetation flourish in the open air. On our arrival there next March, the air will be full of the odor of flowers. Great buds of Easter lilies will be in full bloom, geraniums will be growing wild by the roadside, great masses of morning-glories will cover the terrace in front of the Hamilton Hotel, and the running jasmine and roses of every variety will fill the air with perfume. So much for the physical and floral features of Bermuda. These, however, are but a few of the attractions to one coming from the United States. The first thing that strikes one upon

landing, is the multitude of negroes. They constitute more than one half of the resident population, and are the most civil and intelligent race of black people to be found anywhere. Then we remark that every house is made of stone; that they look as though built ages ago, and were good for ages to come. Nearly every house has double verandas, delightful lounging-places on a moonlight night. There are no sidewalks; the roads being hard, dry, and smooth, there is no need of them. At every turn the red coat of the British soldier is seen, for a full regiment is always stationed here. The regimental band plays in the public park every Saturday, and the troops are put through the drill once a week. Their presence lends an air of life and animation to the place that would be greatly missed.

The town of St. George's is probably as quaint and interesting as any city in the New World. It is over two hundred years old, its streets are very narrow, and its houses, built of the prevailing limestone, look as though they had grown out of the ground many years ago. It is thoroughly Oriental in appearance, and a striking contrast to our quickly built cities. Nothing, indeed, is like unto what we are accustomed except the Hamilton Hotel. This is the largest and finest building on the islands. It is situated on an elevation in the centre of the city of Hamilton, is surrounded by carefully laid out grounds, and commands a wide and beautiful view out over the city and harbor. It is furnished with every convenience and luxury to be found in a first-class modern hotel, and its *cuisine* is unexcelled, although its larder is supplied principally from the New York market. It is in charge of an experienced American landlord.

Everything that one can wish is to be found in the shops on Front street, and wearing apparel is much cheaper than in the States. An excellent tailor will make you a suit of clothes, according to the latest style, at thirty-five per cent off from New York prices.

One year ago a party of twelve cyclers, of which I was one, went to Bermuda, and for a space of nearly three weeks enjoyed all that I have endeavored to outline above. We rode every day to some one of the many points of interest. We shopped in the shops, we watched the soldiers drill, we strolled through the park to the music of the band; we climbed the tall light-house, and gazed upon a scene of wonderful beauty. We purchased great bunches of bananas for a mere song, and kept them "on tap" for all who came. In the evening we touched the light guitar, and twanged the festive banjo. We were elected temporary members of the Royal Bermuda Yacht Club, and participated in a race (that is, one of us did), and would have come in ahead if the mast had n't gone by the board just on the point of victory. We enjoyed the hospitality of Bermudian homes, where music and dancing passed

the time away. We glided a-wheel under the stately cabbage palms, through the limestone cliffs, along the shore, and by many a scene beautiful as a fairy dream. All this we did at a time of year when the thermometer registered fifteen degrees below zero at home. We read our letters announcing this fact, and congratulated ourselves that we were stealing so much from winter. The time came for us to go, and we returned home; but none of the party will soon forget the trip, and will often gaze upon the pictures taken there with the pleasantest of recollections. Is it odd that I should care to go again, or be desirous to be accompanied by a party of kindred spirits? We cannot all go to Europe, but a good many of us can afford the Bermuda tour, that will occupy but three weeks, and cost less than \$100. "I know of no other way in which the expenditure of so little time and money can give so genuine a taste of a foreign atmosphere, or so good a view of the contrasts which English colonial life and habits presents to our own," writes Karl Kron, who denominates Bermuda the wheelman's paradise. The Quebec Steamship Company, over whose line we travel, are naturally interested in the coming tour, as they profit financially thereby, and have accordingly inserted the advertisement of the same in the wheel papers, and not I, as would naturally be supposed from reading them.

We start the 2d of March, and already a pleasant party is assured. But we want as large a party as possible. We shall be well taken care of at the Hamilton Hotel, and our friends who do not ride the wheel will find carriage hire reasonable, and can accompany us everywhere. Pleasant walks are in all directions, and our evenings at the hotel can be made seasons of rare enjoyment. It is needless for me to reiterate that the company of ladies is especially to be desired. Now is a chance for the married cycleman to get even with his wife by sharing with her the delights of a winter bicycle tour to the Bermuda Islands. I am ready and willing to answer any and all questions in regard to this trip, and to make all necessary arrangements for the pleasure I expect to derive from it; but I would esteem it a favor if intending tourists would let me know at as early a date as possible, that I may have time to secure good staterooms for all.

Confident that every one who joins me on this trip will return pleased with his or her experience, I again cry, "Let's go to Bermuda."

"That like some grand Nereid queen,
Arrayed in palms and gorgeous flowers.
Appears an isle of beauty seen,
Enthroned on coral reefs and bowers."

Yours truly,

FRANK A. ELWELL.

PORTLAND, ME.

J. T. Johnson.

J. T. JOHNSON, the ex-champion bicyclist of England, and the first to introduce the bicycle into England from

France in 1867, arrived in Philadelphia, on Monday, 11 January, after a rough passage in the *Britannic*.

Mr. Johnson is well known in all professional circles, having brought out such champions as John Keen, George Owen (the present owner of the patent Warwick rim); Fred Cooper, of Sheffield; John Prince, champion of America; James Moore, of Paris; T. Andrews, of Birmingham, England (six-day champion); W. Illston, Frank Moore, C. Palmer, W. Terry, R. Cripps, and many others who have made themselves prominent on the track.

Mr. Johnson has brought with him several new improvements for the bicycle, which he intends to introduce here. He will also appear on the track, having brought two of the latest racing bicycles with him of his own manufacture.

His intention is to locate in this country. For the present he is the guest of Ed. Cole, who will manage him in all his races, and as soon as the weather permits he will try and arrange a match with John Prince or any of the American professionals.

He has with him all his champion medals won in England, France, and Belgium, which are well worth inspection. — *Sporting Life*.

Peculiar Patents.*

Queer Conceits of Inventors regarding the Velocipede.

NUMBER FIVE.

WE have a few more machines to look at before we dismiss the subject, for we must leave it soon to look at the new things which will be offered to the riders of 1886. We have only glanced at the things of the past, and were we so inclined we might find material for a series of pictures running over many years. When we look at the thousands upon thousands of machines that have been sent to the patent office, we shudder to think what will be the result when the patent fee is reduced to \$1.00, which has been proposed.

No. 19 was patented by E. N. Higley in 1878. The rider turns a crank with his feet, and others with his hands. The inventor seems to have anticipated John Keen in bringing the backbone down on one side of the rear wheel, and he arranges his spokes in a way to please the eye, though it confounds the understanding.

No. 20 was patented by Bodet, Morse and Webster, in 1875. The inventor had in mind probably that a multiplication of levers gave increased power, and he has furnished his machine with no end of them. The rider works with his hands and his feet. We commend to the attention of our readers two very good points about this machine. In the first place, it has a very long wheel base, the advantage of which the makers of the

present day are beginning to see; and in the second place, by a peculiar arrangement of the lines which turn the front wheel, that wheel is held in place till it is turned by the exercise of power by the rider. Here is automatic steering in the bud.

Cut No. 21 gives us the first Humber pattern of tricycle. The patent on this was granted to Frank Fowler in 1880, and from this was probably evolved the American Roadster tricycle, which Mr. Fowler put upon the market in 1881. Old wheelmen will remember that there was a tricycle race at the annual race meeting of the League in 1881, at New York, and the American Roadster was the only kind of machine used. Later, one of them was ridden at the Springfield tournament of 1883. The rider sits above the axle, which is cranked, thus giving direct action, and doing away with chains and intermediate gears.

No. 20 was patented in 1877, by J. L. Hornig. The inventor describes the operation of this wheel as follows: —

"The operation of the invention is as follows: The rider throws his weight alternately on the treadle and on the seat, rising on his feet when throwing his weight on the treadle, and lowering himself upon the saddle again, as in riding a galloping horse. In this way the entire weight of the body is utilized, both in rising and falling, to propel the vehicle, the muscles being used in a far more advantageous manner, and furnishing a much more healthful exercise than in the propulsion of a velocipede by the use of first one foot and then the other in the highly disadvantageous method of applying muscular power heretofore employed."

No. 23 is an old one. It was patented in 1804, by J. Bolton. It is a passenger vehicle with three seats besides that of the pilot, and as each seat is for two, a full load will consist of eight persons. We think it would take a very large team of mules to pull it, but the inventor has introduced so many cog wheels that a single man is able to propel it, if we can believe the picture. The machine is well geared down, it will be seen. Handle-bar steering is employed in this.

CURRENTS CALAMO

THE *Star Advocate* is not pleased with our review of the year, because we did not mention the *Star* bicycle. Did we mention any bicycle, friend Corson?

Wheeling's new editorial staff will include W. McCandlish, F. Percy Low, and E. A. Lloyd, who go to it from the *Bicycling News*. This will make a strong team for *Wheeling*.

"TYE-SHING CHEH" is the name they give to a bicycle in China. It means a "self-going cart." The name will be changed when the Chinese try the machine on a few tough hills.

WHAT are we coming to? The captain of the Boston Club rides a tricycle.

A look about among the men who would naturally be selected for this office in the club discovers the fact that they nearly all ride tricycles more than they do the two-wheeler.

W. G. HURST, of Toronto, has issued the following under date of 16 January. "I hereby challenge any bicycle and unicycle rider of America, to compete against me in a fancy bicycle and unicycle contest for the championship of Canada, and for any amount from \$100 to \$500, at any time or place, I would like to hear from some of those so-called Canadian riders. W. G. Hurst, champion fancy bicycle and unicycle rider of Canada."

THERE were "high jinks" at the Anchor, at Ripley, on New Year's Eve, when a select party assembled and danced the new year in. We much regretted our inability to be present. Near the stroke of midnight, the Brothers Salisbury, the Clarence "perpetual pedal-pushers," arrived, making a dead-heat for the now accepted record of first cyclist into Ripley in the year on wheels from London. — *Cyclist*.

THE Citizens' Club, of New York, has decided to give no race meeting the present year.

THE bicycle club of Adrian, Mich., had the pleasure of entertaining Mr. L. D. Munger, captain of the Detroit Club, also holder of the twenty-four-hour record of the United States, who was in town in the interest of W. B. Everett & Co., of Boston.

MR. A. S. PARSONS, of Lexington, Mass., has covered 2,600 miles on a tricycle during the past season, which is the best tricycle record ever made by a member of the club. He has been riding to and from his office, which is in Cambridge, and this has given him a chance to roll up big figures.

GID HAYNES claims a record of 1.35 for a mile on the home trainer.

GRANT BELL, of Minneapolis, is now in the South recovering from his leap through a window while sleeping. He had covered 1,000 miles last year between 1 January and 15 March.

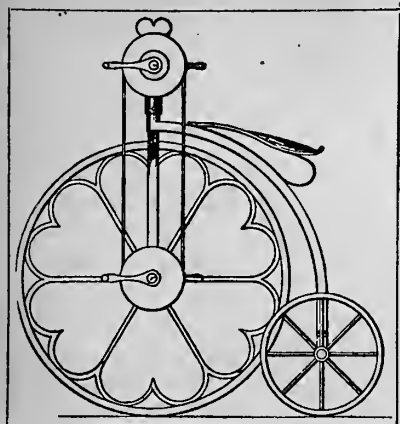
S. G. WHITAKER, who has been in Boston for the past week, will be tendered a complimentary dinner by the Cambridge Club, next Saturday.

MR. CHARLES E. DURYEA, of St. Louis, has just patented a novel bicycle, consisting essentially of a large inclined driving wheel, with the seat alongside the wheel and over the bottom part, and a trailing wheel.

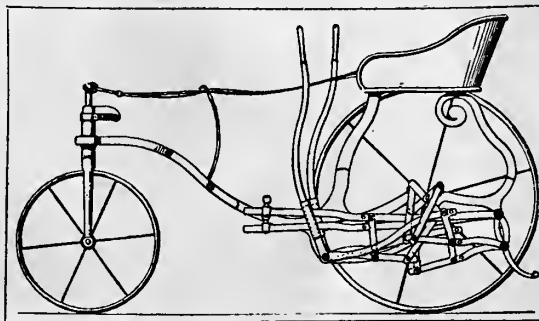
THE Bennington and Rutland, and the Boston, Hoosac Tunnel and Western Railroad Companies, have agreed to carry wheelmen's machines as free baggage.

THE N. C. U. and the A. A. A. of England, have settled the quarrel which has been waging between them for many months. The former will regulate and control cycle racing, and the latter will

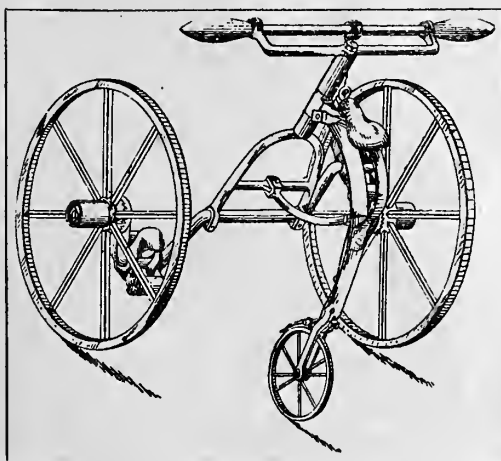
* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.



Number 19.



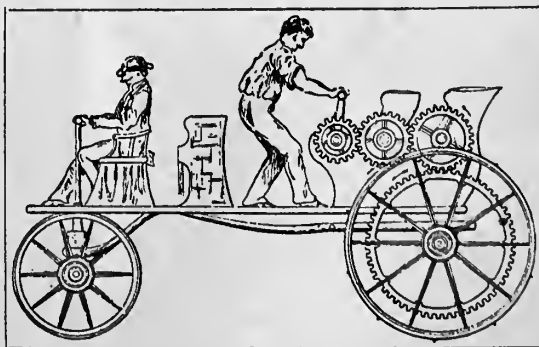
Number 20.



Number 21.



Number 22.



Number 23.

attend to athletic sports. This is as it was before the war.

HARRY ETHERINGTON has retired from the editorship of *Wheeling*. Tom Moore has been retired, and new men will conduct the journal.

PAPA WESTON sends us the following, which explains itself: "In the last issue of your valuable journal, I notice the following: 'We had a call from Papa Weston, the other day. He tells us that he is now out of cycling, so far as business is concerned. He has disposed of all his interest in the Weston Supply Company, and is open for any engagement that may present itself.' Will you kindly in my name contradict the last ten words in the above statement, and greatly oblige."

It is not an uncommon sight to see a tricyclist on his wheel riding over the snow in our city streets. When there is snow on the ground, it is found to be the best plan to take the streets that have to be avoided at other times. The cleared railroad tracks present a very fair surface to ride on.

THE fashion of having tricycles built the width of the horse-car tracks, in order that the rider may bowl along thereon, in Washington, and other cities with but few cars, is becoming quite general. — *Exchange*.

If it is "quite general," why don't we see a machine of this kind? We have yet to see or hear of a machine wide enough to run in the two tracks.

THE council of the C. T. C. has extended the time limit for the foreign divisions, so that renewals sent in before 28 January will be in time to go with the last list to be sent to England.

A. B. RICH, the well-known racer, is seriously ill with typhoid fever. His strong constitution will probably pull him through, but it is doubtful whether it will permit his racing the coming season.

THE New Orleans Bicycle Club celebrated New Year's Eve by a ride up the asphalt on St. Charles avenue. There were eighteen bicycles in line, with the members in full uniform. Each rider carried a supply of Roman candles and other fireworks, and discharged them as they rode along. The sight was a very pretty one, and the celebration enjoyed by the participants as well as many lookers-on.

HARRINGTON & Co., of England, are bringing out an adjustable Γ pin, whereby the pitch of the saddle can be altered without the use of a tilt, a most simple and yet effective arrangement which will save a vast amount of labor now spent in saddle adjustment.

THE Surrey Machinists' Company is about to introduce a crank with variable throw, which can be shifted while the bicycle or tricycle is going at full speed.

MR. JOHN O. BLAKE, of Chicago, has

resigned his position as a member of the Racing Board, and N. H. Van Sicklen, of the same city, has been appointed his successor.

WE are in receipt of a very pretty New Year's card and calendar from F. B. Bale, Esq., of the Coventry Machinists' Company, London. The good wishes are returned with interest added.

THE third reception of the Ixion Club was held at Standard Hall, New York, 20 January. We were invited to drop in, but had to deny ourselves the pleasure. We would like to have a drop in with the Ixions, provided it was a temperance beverage.

THE Overman Wheel Company is supplying a coiled spring to connect the swing saddle to the neck. The spring raises the peak a trifle, and gives elasticity where it has been lacking before.

LLOYD BROS., builders of the Quadrant tricycle, will hereafter conduct their business under the name, The Quadrant Tricycle Company.

ST. LOUIS notes from the *Spectator*. — Lindell Gordon, the popular captain of the Ramblers' Bicycle Club, was elected a non-resident member at the last meeting, and his brother, R. L. Gordon, was elected captain in his stead. The correct thing, therefore, in the future will be Capt. Bob Gordon. The Ramblers now have a captain who rivals Captain Becker of the Missouris for blondness and good looks. The Missouri Bicycle Club held its monthly meeting at the Southern, Tuesday, with a good attendance. Entire harmony and good feeling prevails at the club. Members wear a pleased grin when the new clubhouse is mentioned. Everything pertaining to it is going on prosperously, including cash for furnishings. Fifteen new members were admitted Tuesday night, and a resolution passed limiting the associate membership to one hundred. It is probable that this month will see this limit reached. Some of the associate members, whom it was not expected would contribute towards the furnishings, have volunteered very nice subscriptions. The more money the club has, the more elegant and satisfactory will be the furnishings; and I have no doubt that other associate members will want to fortify their sense of proprietorship in the club by putting some money into it, besides the regular dues, which are exceedingly light. The club does not owe a cent, and has a comfortable sum to its credit, and it grows.

TENNESSEE is qualified for a league division, and is going to have one.

THE League will not lose much by coming to Boston, for on the strength of the visit, the Boston, Cambridge, Maverick, and a number of other clubs in this vicinity will send on their little dollars and join the ranks.

So quickly did our patrons snap up the Great S— that we find ourselves without

any. Our stock is completely exhausted, and we have cabled for more, the arrival of which will be duly announced.

ST. LOUIS wheelmen can get the Great S— of the St. Louis Wheel Company, Chicago will be supplied by the John Wilkinson Company, and Philadelphia will be attended to by Geo. D. Gideon.

WE have received a very fine photo of Chief Consul Kirkpatrick, of Ohio, for which he has our thanks. It is so good a picture that we can believe it was taken by a professional artist, and we were almost prepared to look for the work of an amateur.

THE Overman Wheel Company has leased the two new stores, 182 and 184 Columbus avenue, and expects to occupy them about 15 February. The new model Victor bicycle will be shown at that time.

DORCHESTER BAY is solidly frozen over, and it will to-day probably be the speeding ground for many cyclists. Now get up that ice party.

OUR English friends who ride the little safeties fit them with leather tires and correct the tendency to slip sideways. Why does not America try this dodge?

FACT recently overheard. Couple on a tandem tri. He: "Think, darling, you might stop pedalling for a while, if you like; we have now got over the worst bit of the hill." She (behind): "Thanks, dear, but I had stopped ever so long ago. There were so many people looking on, you know, and I thought you would like to look as gallant as possible." — *Wheeling*.

THE Seaside Bicycle Club, of Norfolk, Va., intends to visit Boston during the coming League Meet. The president of the club has sent a circular to all wheelmen in the State, inviting them to join with his club and thus form a big party. It is proposed to start Monday evening, 24 May, and take the steamer for Providence, R. I., reaching there Wednesday morning. That afternoon they will wheel to Marshfield, spending the night there, and the next morning cycle to Boston. Those who wish may return by the steamer which leaves Providence on Saturday, but it is thought that the majority of the wheelmen will prefer to remain a few days longer about the Hub.

L. B. GRAVES, a new local wheelman, has had the following experience: Commenced riding at Northampton, Mass., May, 1882; first machine used was a 54-inch Star, of old style; second machine, 54-inch Star; third machine, 52-inch Sanspareil; fourth, 54-inch Rucker; fifth, 54-inch Yale; miles ridden in 1882, 1,500; in 1883, 1,000; in 1884, 2,500; in 1885, 1,500; longest straightaway taken in twenty-four hours, from Northampton to Boston. November, 1884, 106 miles, and from which he felt no ill effects. The benefit he has received he declares to be great, and also a general improvement in health. — *Minneapolis Tribune*.

RACING NEWS

MISS ELSA VON BLUMEN, the bicyclist, was the recipient of a benefit at the Arsenal, Buffalo, N. Y., 5 January. The varied entertainment wound up with a twenty-five mile bicycle race between Miss Von Blumen and E. Williams, which the latter was ungallant enough to win by three laps.

ON Monday evening, 25 December, Mort Donaldson, a member of the Colorado Wheel Club, and who holds the one-mile championship of this State, contested with Friedberg, of Friedberg & Wells, the trick and fancy riders, in a two-mile race at the Mammoth Rink, the winner to take one half the gate receipts, the other half going to the rink management. The race was simply a walk-over for Friedberg, as Donaldson seemed to be as uneasy and restless as if he was riding a rail instead of a wheel, and the time in which the race was made (6.35) shows that he was not in his usual form, as he is capable of lowering that time considerably. The *debut* of Donaldson as a professional leaves the one-mile championship without a claimant, and as there are several members of the Wheel Club who are very evenly matched, there will be considerable interest taken in the future championship. W. F. Knapp, of Ohio, is here, and he will undoubtedly take a hand in the race, and make the Colorado flyers look to their laurels, as he is without doubt a very fast youngster, and as soon as he becomes accustomed to the light Colorado atmosphere, will be in condition to make a race. — *Mirror*.

SCRANTON, PA., 8 January. — *Five Mile Race*. — John S. Prince (1), 20.28; Jacob Small, on skates (2).

WHEEL CLUB DOINGS

BOSTON. — The annual election of officers of the Suffolk Wheel Club took place 13 January, with the following result: Captain, Wm. E. Webber; lieutenant, J. Frank Charnock; secretary and treasurer, A. G. Collins; club committee, W. E. Webber, J. Frank Charnock, A. G. Collins, C. S. Willis, and H. A. Thayer. There is now a total membership of seventeen, and several precincts to hear from.

CHICAGO, 12 January. — Annual meeting of the Chicago Club. Officers elected: President, Thomas S. Miller; vice-president, J. P. Maynard; secretary and treasurer, W. C. Thorne; captain, N. H. Van Sicklen; quartermaster, W. G. Wauzer; lieutenant south division, W. G. E. Peirce; lieutenant west division, L. W. Conkling; lieutenant north division, A. G. Bennett; librarian, S. B. Wright. The club has an active membership of seventy.

EAST SAGINAW. — New Year's Eve, several members of the East Saginaw Michigan Club assembled at the Metropolitan restaurant, where they had in-

veigled their captain, Mr. Albert S. Button, and in a neat and appropriate speech by Mr. Theodore Huss, the captain was presented with a velvet plush easy-chair, as a token of the club's appreciation of his services. The captain, although taken by surprise, thanked the boys for their present in a few well-chosen remarks.

LYNN. — The first entertainment and dance of the Boscobel Club, of Lynn, will be held at the Coliseum Rink, 12 February. There will be fancy bicycle riding, skating races, obstacle races on bicycles and skates, and other attractions.

LOUISVILLE. — At a meeting of the Louisville Wheel Club, the following officers were elected: President, J. D. Macauley; secretary and treasurer, Harry Esterle; captain, C. F. Johnson. It was decided to secure club rooms, and the members are now on the lookout for suitable quarters.

FLORENCE. — The Florence (Mass.) Wheel Club will give a masquerade, 22 February.

BOSTON. — THE Saturday night entertainments at the Massachusetts Clubhouse are now well under way again, and are running along smoothly. 30 January will be ladies' night. The dramatic entertainment will take place early in February. The bowling tournament will begin next Saturday evening.

CHICAGO. — The annual meeting of the Owl Bicycle Club was held Saturday evening, the ninth inst., at the Biggs House. From Secretary Post's report it was shown that the club was in a sound financial condition, and that the membership roll had increased to such an extent last year it was deemed advisable to appoint a committee of three to revise the by-laws. This committee will report at the next meeting of the club. The following members were elected for office during the season of 1886: J. L. Wilkins, president; C. H. Munger, captain; C. B. Pierce, first lieutenant; E. L. Johnson, second lieutenant; F. T. Harmon, color-bearer; H. A. Brown, bugler; J. E. Heiton, secretary and treasurer.

THE Ramblers of St. Louis held a "smoker" 13 January.

PHILADELPHIA. — The Penn City Wheelmen have elected the following officers for the year 1886: President, C. D. Williams; vice-president, H. B. Worrell; secretary and treasurer, T. E. Cookman; captain, H. B. Craycroft; first lieutenant, George DeSilver Getz; second lieutenant, F. Hazard Lippincott.

COLUMBUS, O. — The Evening Star Wheelmen is a new organization, with these officers: C. N. Adams, president; R. W. King, vice-president; E. C. Brown, secretary and treasurer; W. S. Brobst, captain; L. B. Lindenberg, first lieutenant. They expect to become a League club.

READING, PA. — The Reading Bicycle Club, at their recent meeting, elected the following as officers for 1886. W. I. Wilhelm, president; G. I. Bechtel, captain; H. M. Albright, lieutenant; J. L. Henritzy, secretary and treasurer; S. E. Slegel, bugler; R. R. Eckert, color-bearer; Charles C. Graeff, H. H. Boyer, J. L. Henritzy, trustees.

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Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa. — S. B. Wright, Oskaloosa.

Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Emmett C. Dickson, Canal Dover, Ohio; John Kerch, Canal Dover, Ohio; Orel E. Davies, corner of Ash and Main streets, Waltham, Mass.; Carroll A. Moore, Bellows Falls, Vt.; Arthur F. Walker, St. Johnsbury, Vt.

TO CORRESPONDENTS

W. G. K. The record was to be scored on a particular cyclometer.

J. R. C. We are using.

H. E. B. The figures agree with those of the official score sheet which is in our possession.

K. K. We prefer the bound volume.

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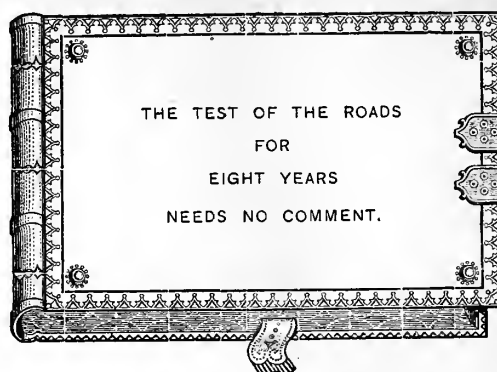
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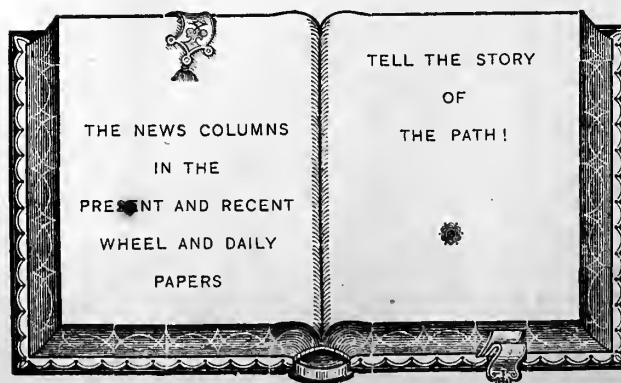
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BOSTON, 29 JAN., 1886.

Volume XII.
Number 13.



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IS IT BECAUSE HE IS TIRED?

O NO, IT IS NOT BECAUSE HE IS TIRED.

BUT BECAUSE HIS TIRE IS TIRED

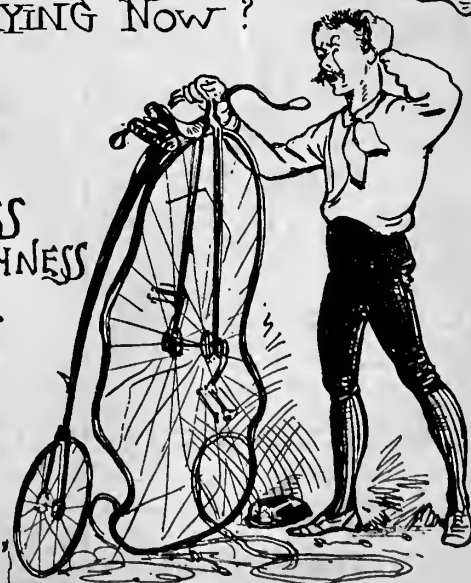
IS IT A VICTOR COMPRESSED TIRE? O NO, IT IS NOT A VICTOR COMPRESSED TIRE, IT IS A STRETCHED CEMENTED TIRE.

VICTOR TIRES DO NOT COME OUT.

DO YOU KNOW WHAT JAMES IS SAYING NOW?

JAMES IS SAYING, AHA! ALAS!
HAD I A COMPRESSED TIRE, I WOULD BE RIDING NOW, INSTEAD OF GAZING RUEFULLY AT MY USELESS MACHINE, AND REGRETTING MY FOOLISHNESS IN NOT GETTING THE BEST AT FIRST.

THIS SHOULD TEACH US THE FOLLY OF DISREGARDING WORDS OF WISDOM UNTIL BY SAD MISFORTUNE WE ARE OBLIGED TO PAY HEED



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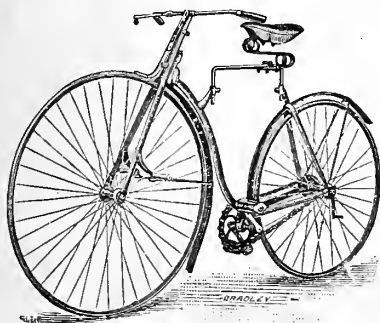
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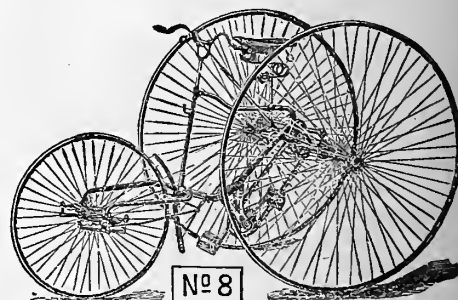


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ABBOT BASSETT EDITOR.

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BOSTON, 29 JAN., 1886.

OUR RECORD TABLES.

WE publish this week our annual tables of the best cycle records in America and England. We have endeavored to make the tables as near perfect as possible, but we are not infallible, and errors will creep in where such a mass of figures has to be manipulated. We have carefully compared our figures with those of several tables which have been published in this country and in England, and where a difference has been found we have carefully looked up the records in order to settle upon the right figures. We use only the path records, for we believe we should no longer consider records made on boards under cover, save as notable events. In times past, when America

had no outdoor tracks, we had no records other than those the indoor events gave us, and we could not well refuse to use them; but now that we have good racing paths in all parts of the country, and have full lists of records on these paths, it is no longer profitable to consider the indoor records.

We give not only the best recorded time, but also the best time up to 20 miles, made in competition with men when the best record happens to have been made in a contest against time.

Under the head of "Safety Performances," we have placed those records made by the Star machine. We do not believe many will be found who will say the Star is not a "safety," and if it is, it is entitled to a position in that column devoted to safeties. We like the position taken by the L. A. W. and the N. C. U., whose record officials do not divide bicycle records, for when once a step of that kind is taken, there is no telling where it will end. The Star now holds world's records for every distance in the safety tables, which we present as notable performances only.

Our English friends have freely criticised our records during the past few months, and now we will invite them to listen to a few criticisms of their own figures. We have pinned our faith to the N. C. U. committee, and all the amateur records we use are on the authority of that committee. But while accepting these records, we claim the right to ask a few questions about them, and these we have put in the shape of notes. We wish to call the attention of Mr. Hillier, in particular, to certain discrepancies between the published reports of his 53 and 54 mile records, and the figures accepted by the records committee. We would like to ask him also, why he did not remain firm to his protest against the Lowndes record. It is not a little strange that the records committee should accept a record for a quarter mile made with a flying start, when their rules distinctly say, "All starts shall be from a stand-still."

"The present official handicapper of the League of American Wheelmen, and also a majority of the racing board, seem rather to favor class races, claiming that it is easier to fairly place the men in class races than it is to handicap them."—*Globe*.

We would give a good deal to know how they found this out; and we would also like to know how the officials referred to indicate their favor. The Racing Board

makes rules for classifying and for handicapping, and the official handicapper works under both. When clubs make up their programmes, they can show preferences in favor of class races or handicaps, and if we look at the programmes of 1885, we would say that neither class races nor handicaps are popular. But it is not within the province of the Racing Board to arrange programmes of events, nor does the official handicapper do this work. To say that either of these favors one thing or another is to assume a great deal, for it can be no more than an assumption.

THE annual report of Lieutenant Chateau, of the Fairmount Park Guard, Philadelphia, has just been issued, and contains a number of statistics carefully prepared, showing the popularity of the Park as a pleasure-ground. During the year the number of one-horse vehicles passing the different entrances was 559,138; two-horse vehicles, 413,446, and 163 drawn by four horses. The pedestrians numbered 6,116,972; equestrians, 54,759, and bicycles, 40,382. Wheelmen were more partial to the entrance on Belmont avenue, where 11,410 passed, 11,119 entering at Green street, and 9,624 at Lansdowne.

THE Liverpool Tricycle Club intend to admit riders of safety bicycles to membership next season, as it is thought it will materially strengthen the club, and impart a fresh interest to the club runs, which have fallen off in point of numbers during the past season. The club runs will take place throughout the winter, and in order to give a stimulus to long-distance road riding, the committee will present riders who succeed in covering 100 miles in 24 hours with a silver medal, and a gold centre medal for those who reach 125 miles in the same time.—*Athletic News*.

THE Omaha Wheel Club at last have paid up all the bills of their late tournament. They got \$250 worth of experience, and have profited by it. If any of our sister cities would like to get the benefit, the boys will willingly instruct; but all decide that they will spend their money after this in visiting other tournaments, and not in preparing to receive visitors to theirs.

In a fancy-riding contest at the Fifth-avenue Skating Rink, Brooklyn, 14 January, the following points were scored: Fancy riding: George E. Hutchinson, 1; Harry Tufts, 2; Wm. Marshall, 3. Double riding: Hutchinson and Sewell, 1; Marshall and partner, 2. Unicycle riding: Tufts, 1; Hutchinson, 2; Marshall, 3. Unicycle without forks: Marshall, 1; Hutchinson, 2; Marshall, 3. Total: Hutchinson, 6; Marshall, 9; Tufts, in three contests only, 6. Lowest score wins.

WHEEL RECORDS ON THE PATH.

ABBREVIATIONS used: a a, American amateur; e a, English amateur; a p, American professional; e p, English professional; c or c indicates that the record is of the same class as that preceding, but made in competition, the first record being one made against time.

Lettered notes give place and date of record. Numbered notes comment upon records.

All American amateur bicycle records from 1-4 to 100 miles, were made in matches against time. American professional bicycle records for 1-4, 3-4, 2, and 3 miles were made in competition; all others in matches against time. English amateur bicycle records for 1-4, 3-4, 1, 2, 6 to 15, 29 to 54, and all above 100 miles, were made in competition; all others against time. English professional records for 3-4, 1, 3, 4, 6 to 20 were made against time; all others were made in competition.

Records marked with an asterisk have not been accepted by the Racing Board. They were fairly made, but those in interest have neglected to make a claim for them backed by proper evidence.

Bicycle Records.

Quarter mile.

a a	35 1-5	Wm. A. Rowe, Springfield, 5 Nov., 1885.
c	38 2-5	W. E. Crist, Springfield, 8 Sept., 1885.
e a	39	H. A. Speechly, Crystal Palace, 23 Aug., 1884.
a p	36 4-5	R. Howell, Springfield, 8 Sept., 1885.
e p	39	H. O. Duncan, Leicester, 17 Aug., 1885.

Half mile.

a a	1:12 4-5	Wm. A. Rowe, Springfield, 17 Oct., 1885.
c	1:15 4-5	R. H. English, Springfield, 8 Sept., 1885.
e a	1:19 3-5	A. Thompson, Crystal Palace, 3 July, 1884.
a p	1:13 3-5	R. Howell, Springfield, 28 Sept., 1885.
c	1:17	R. Howell, Springfield, 8 Sept., 1885.
e p	1:17 3-5	H. O. Duncan, Leicester, 17 Aug., 1885.

Three-quarter mile.

a a	1:55 1-5	Wm. A. Rowe, Springfield, 26 Oct., 1885.
c	2:01 1-5	C. E. Kluge, Springfield, 8 Sept., 1885.
e a	2:00	M. V. J. Webber, Crystal Palace, 9 July, 1885.
a p	1:52 2-5	R. Howell, Springfield, 8 Sept., 1885.
e p	1:59 4-5	R. Howell, Leicester, 18 Aug., 1883.

1 mile.

a a	2:35 2-5	Wm. A. Rowe, Springfield, 23 Oct., 1885.
c	2:39	S. Sellers, Hartford, 9 Sept., 1884.
e a	2:39 2-5	M. V. J. Webber, Crystal Palace, 9 July, 1885.
a p	2:31 2-5	R. Howell, Springfield, 29 Sept., 1885.
c	2:35 3-5	Fred Wood, Springfield, 8 Sept., 1885.
e p	2:40 4-5	R. Howell, Leicester, 18 Aug., 1883 (1).

2 miles.

a a	5:21 3-5	Wm. A. Rowe, Springfield, 23 Oct., 1885.
c	5:34 2-5	E. P. Burnham, Springfield, 9 Sept., 1885.
e a	5:30 4-5	M. V. J. Webber, Cambridge, 15 June, 1885 (2).
a p	5:29	Fred Wood, Springfield, 10 Sept., 1885.
e p	5:36 4-5	John Keen, Cambridge, 21 May, 1879.

(a) Run against time at Springfield, 19 Oct., 1885.
(b) In 15-mile race for Crystal Palace Cup, at Crystal Palace, 11 Sept., 1885. English was so far ahead of the record that he was urged to keep on and make twenty miles in the hour. This he accomplished.

(c) Run against time at Springfield, 26 Oct., 1885.
(d) Run against time to make twenty miles in the hour. Leicester, 18 Aug., 1883.

(1) In the report of the event wherein this record was made, the *Cyclist* gave the time as 2:40 4-5; the *News*, *Times*, and *Sporting Life* reported 2:41 3-5. In its table of records, published 1 Jan., 1885, in the *Cyclist* annual, the time is given, 2:40 4-5. The *News*, under Hillier, now says 2:40 3-5; *Wheeling*, 2:40 3-5; *Sporting Life* handbook, 2:40 1-5; *Clipper* almanac, 2:40 4-5.

(2) Report of race in *Cyclist* gives 5:30 4-5; Hillier's table in *News*, 5:30 2-5; *Wheeling*, 5:30 4-5; Priall, 5:30 2-5.

3 miles.

a a	8 7 2-5	Wm. A. Rowe, Springfield, 23 Oct., 1885.
c	8 17 3-5	M. V. J. Webber, Springfield, 9 Sept., 1885.
e a	8 32	G. L. Hillier, Crystal Palace, 25 Sept., 1884.
a p	8 20	R. Howell, Springfield, 10 Sept., 1885.
e p	8 39	Fred Lees, Leicester, 11 Aug., 1884 (3) (3 1-2).

4 miles.

a a	11 11 4-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	11 16 1-5	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	11 24	G. L. Hillier, Crystal Palace, 25 Sept., 1884.
a p	11 29 2-5	W. M. Woodside, Springfield, 24 Oct., 1885.
c	11 32 3-5	Fred Wood, Springfield, 10 Sept., 1885.
e p	11 39	Fred Lees, Leicester, 11 Aug., 1884 (3) (3 1-2).

5 miles.

a a	14 7 2-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	14 8 4-5	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	14 18	G. L. Hillier, Crystal Palace, 25 Sept., 1884.
a p	14 23 3-5	W. M. Woodside, Springfield, 24 Oct., 1885.
c	14 34 1-5	Fred Wood, Springfield, 10 Sept., 1885.
e p	14 28	R. Howell, Wolverhampton, 8 Oct., 1882 (3) (3 1-2).

6 miles.

a a	16 55 3-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	17 2 3-5	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	17 33 3-5	R. H. English, Crystal Palace, 11 Sept., 1884.
a p	17 28 2-5	W. M. Woodside, Springfield, 26 Oct., 1885.
c	18 14 4-5	W. M. Woodside, Springfield, 17 Sept., 1884.
e p	17 34	F. Lees, Leicester, 11 Aug., 1884 (3).

7 miles.

a a	19 47 2-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	19 58 1-5	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	20 30	R. H. English, Crystal Palace, 11 Sept., 1884.
a p	20 25 3-5	W. M. Woodside, Springfield, 26 Oct., 1885.
c	21 17 2-5	W. M. Woodside, Springfield, 17 Sept., 1884.
e p	20 30	Fred Lees, Leicester, 11 Aug., 1884 (3) (4).

8 miles.

a a	22 41 4-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	22 53	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	23 28 4-5	R. H. English, Crystal Palace, 11 Sept., 1884.
a p	23 23 4-5	W. M. Woodside, Springfield, 26 Oct., 1885.
c	24 21 3-5	W. M. Woodside, Springfield, 17 Sept., 1884.
e p	23 29	Fred Lees, Leicester, 11 Aug., 1884 (3) (4) (5).

(3) On 23 Aug., 1884, was run the 20-mile championship at Leicester. The times given showed the records to have been broken from 3 to 15 miles, but the management refused to allow the press inside the enclosure, and the timekeeper was not checked. For this reason the records have never been accepted by the *Cyclist*, *Wheeling*, or the *News*. The London *Sporting Life* and the New York *Clipper* accept the records. The times made 23 August, were: 3 miles, 8.30, Fred Wood; 4 miles, 11.27, Tom Battensby; 5 miles, 14.21; 6 miles, 17.15; 7 miles, 20.12, Fred Wood; 8 miles, 23.7, T. Battensby; 9 miles, 26.6, Wood; 10 miles, 28.58, Battensby; 11 miles, 32.1; 12 miles, 35.7, Wood; 13 miles, 38.6, Howell; 14 miles, 41.9, Battensby; 15 miles, 44.9, Wood.

(3 1-2) The *Clipper* almanac for 1886 accepts the 23 August records alluded to above, but it overlooks the times made on that date for 4 and 5 miles, and gives the record for 3 miles as the same as that made 11 August. The edition of the *Almanac* for 1885 gave the records for 23 August as follows: 4 miles, 11.27; 5 miles, 14.21. The edition for 1886 says: 4 miles, 11.27; 5 miles, 14.28,—records of a different date, and as we have them. All English authorities give 8.30 as the questioned record of 23 August, and not 8.39 as the *Clipper* has it.

9 miles.

a a	25 41 4-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	25 48	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	26 22 2-5	R. H. English, Crystal Palace, 11 Sept., 1884.
a p	26 19 4-5	W. M. Woodside, Springfield, 26 Oct., 1885.
c	27 21 3-5	W. M. Woodside, Springfield, 17 Sept., 1884.
e p	26 28	F. Lees, Leicester, 11 Aug., 1884 (3) (4).

10 miles.

a a	28 37 4-5	Wm. A. Rowe, Springfield, 19 Oct., 1885.
c	28 44 2-5	M. V. J. Webber, Springfield, 10 Sept., 1885.
e a	29 19 2-5	R. H. English, Crystal Palace, 11 Sept., 1884.
a p	29 12 2-5	W. M. Woodside, Springfield, 26 Oct., 1885.
c	30 07 1-5	R. Howell, Springfield, 17 Sept., 1884.
e p	29 20	F. Lees, Leicester, 11 Aug., 1884 (3) (4).

11 miles.

a a	31 37 1-5	Wm. A. Rowe (a).
c	35 16	F. F. Ives (j).
e a	32 19 2-5	R. H. English (b).
a p	32 19	W. M. Woodside (c).
c	35 25 1-5	R. James (j).
e p	32 19	Fred Lees (d) (3).

12 Miles.

a a	34 32 3-5	Wm. A. Rowe (a).
c	38 24	George E. Weber (i).
e a	35 15	R. H. English (b).
a p	35 18 2-5	W. M. Woodside (c).
c	38 52 2-5	John Keen (j).
e p	35 17	Fred Lees (d) (3).

13 miles.

a a	37 24 3-5	Wm. A. Rowe (a).
c	41 29	George H. Ilston (i).
e a	38 16	R. H. English (b).
a p	38 19 3-5	W. M. Woodside (c).
c	42 19 2-5	R. James (j).
e p	38 14	Fred Lees (d) (3).

14 miles.

a a	40 25	Wm. A. Rowe (a).
c	45 00	Geo. E. Weber (i).
e a	41 26	R. H. English (b).
a p	41 21 1-5	W. M. Woodside (c).
c	45 49 3-5	W. J. Morgan (j).
e p	41 16	Fred Lees (d) (3).

15 miles.

a a	43 26 1-5	Wm. A. Rowe (a).
c	48 11	George E. Weber (i).
e a	41 29 3-5	R. H. English (b) (6).
a p	44 24 3-5	W. M. Woodside (c).
c	49 15	W. J. Morgan (j).
e p	44 12	Fred Lees (d) (3).

16 miles.

a a	46 29 2-5	Wm. A. Rowe (a).
c	51 37 1-5	F. F. Ives (j).
e a	47 26	R. H. English (b).
a p	47 28 1-5	W. M. Woodside (c).
c	52 43 1-5	John S. Prince (j).
e p	47 10	Fred Lees (d).

17 miles.

a a	49 25	Wm. A. Rowe (a).
c	55 02 2-5	F. F. Ives (j).
e a	50 22	R. H. English (b).
a p	50 31	W. M. Woodside (c).
c	56 12	R. James (j).
e p	50 06	Fred Lees (d).

39; 5 miles, 14.28,—records of a different date, and as we have them. All English authorities give 8.30 as the questioned record of 23 August, and not 8.39 as the *Clipper* has it.

(4) We give the record made 11 Aug., 1884. *Wheeling* ignored all the records made on this date in its tables published last year. This year, the same paper accepts the records for 3, 4, and 6 miles; but for 7, 8, 9, and 10 miles, it gives records much slower than Lees' made 11 Aug.

(5) The authorities are very much mixed on this record. The record was made as we give it (23.29, 11 Aug., 1884), according to all published reports at the time. On 18 Aug., 1883, Lees made a record of 23.32 for 8 miles. The *Cyclist* has always published the record as we have it. The *News*, under Hillier, says 23.32, without place and date. *Wheeling* gives 23.32, and the correct date, ignoring the record of 1884. Ducker and Priall give 23.32 for 11 Aug., 1884.

BICYCLE—Continued.

18 miles.		
aa	52.25 1-5	Wm. A. Rowe (a).
c	58.22	N. H. Van Sicklen (k).
ea	53.20	R. H. English (b).
ap	53.33 4-5	W. M. Woodside (c).
c	59.45	Robt. James (j).
ep	52.56	Fred Lees (d).
19 miles.		
aa	55.22 2-5	Wm. A. Rowe (a).
c	1.01.37 1-2	N. H. Van Sicklen (k).
ea	56.15	R. H. English (b).
ap	56.33 4-5	W. M. Woodside (c).
c	1.03.26	Robt. James (j).
ep	55.47	Fred Lees (d).
20 miles.		
aa	58.20	Wm. A. Rowe (a).
c	1.04.47 3-4	N. H. Van Sicklen (k).
ea	59.06 3-5	R. H. English (b).
ap	59.29 4-5	W. M. Woodside (c).
c	1.06.30	H. W. Higham (j).
ep	58.34	Fred Lees (d).
21 miles.		
aa	1.06.25 2-5	F. F. Ives, Springfield, 9 Oct., 1885.*
ea	1.03.45 2-5	H. L. Cortis, Surbiton, 22 Sept., 1880.
ap	1.02.38	W. M. Woodside (c).
ep	1.04.45 4-5	Tom Battersby, Leicester, 2 Aug., 1884.
22 miles.		
aa	1.09.50	F. F. Ives, Springfield, 9 Oct., 1885.*
ea	1.06.51 3-5	H. L. Cortis, Surbiton, 22 Sept., 1880.
ap	1.05.52	W. M. Woodside (c).
ep	1.07.58 2-5	Tom Battersby, Leicester, 2 Aug., 1884.
23 miles.		
aa	1.13. 2	F. F. Ives, Springfield, 9 Oct., 1885.*
ea	1.10. 9 3-5	H. L. Cortis, Surbiton, 22 Sept., 1880
ap	1.08.59 2-5	W. M. Woodside (c).
ep	1.11.12	Tom Battersby, Leicester, 2 Aug., 1884.
24 miles.		
aa	1.16.04 4-5	F. F. Ives, Springfield, 9 Oct., 1885.*
ea	1.13.26 3-5	H. L. Cortis, Surbiton, 22 Sept., 1880.
ap	1.12.13 1-5	W. M. Woodside (c).
ep	1.14.31 2-5	Tom Battersby, Leicester, 2 Aug., 1884.
25 miles.		
aa	1.19.06 3-5	F. F. Ives, Springfield, 9 Oct., 1885.*
ea	1.16.41 3-5	H. L. Cortis, Surbiton, 22 Sept., 1880.
ap	1.15.33 2-5	W. M. Woodside (c).
ep	1.17.20 4-5	Tom Battersby, Leicester, 2 Aug., 1884.
26 miles.		
aa	1.26.32	Geo. M. Hendee (e).
ea	1.21.07	F. J. Nicolas, Crystal Palace, 28 May, 1885.
ap	1.18.56 2-5	W. M. Woodside (c).
ep	1.24.26 1-2	John Keen, Surbiton, 23 Aug., 1880.
27 miles.		
aa	1.29.52 1-5	Geo. M. Hendee (e).
ea	1.24.25	F. J. Nicolas, Crystal Palace, 28 May, 1885.
ap	1.22.21	W. M. Woodside (c).
ep	1.27.57 1-2	John Keen, Surbiton, 23 Aug., 1880.
28 miles.		
aa	1.33.13 3-5	Geo. M. Hendee (c).
ea	1.28.30	F. J. Nicolas, Crystal Palace, 28 May, 1885.
ap	1.25.49 4-5	W. M. Woodside (c).
ep	1.31.25 1-2	John Keen, Surbiton, 23 Aug., 1880.
29 miles.		
aa	1.36.39 3-5	Geo. M. Hendee (e).
ea	1.32.05	R. H. English, Crystal Palace, 18 July, 1885.
ap	1.29.22 1-5	W. M. Woodside (c).

30 miles.		
aa	2.40.09 2-5	Geo. M. Hendee (e).
ea	1.35.21 2-5	F. J. Nicolas, Crystal Palace, 18 July, 1885 (7).
ap	1.32.56 1-5	W. M. Woodside (c).
ep	1.33.20	Fred Lees, Leicester, 5 July, 1884.
31 miles.		
aa	1.43.39 2-5	Geo. M. Hendee (e).
ea	1.38.47	R. H. English, Crystal Palace, 18 July, 1885 (8).
ap	1.36.45	W. M. Woodside (c).
32 miles.		
aa	1.47.7 3-5	Geo. M. Hendee (e).
ea	1.42.11	R. H. English, Crystal Palace, 18 July, 1885.
ap	1.40.28 1-5	W. M. Woodside (c).
33 miles.		
aa	1.50.48	Geo. M. Hendee (e).
ea	1.45.43 3-5	R. H. English, Crystal Palace, 18 July, 1885.
ap	1.44.06	W. M. Woodside (c).
34 miles.		
aa	1.54.21 4-5	Geo. M. Hendee (e).
ea	1.49.10	R. H. English, Crystal Palace, 18 July, 1885.
ap	1.47.43	W. M. Woodside (c).
35 miles.		
aa	1.58.12 2-5	Geo. M. Hendee (e).
ea	1.52.32 3-5	R. H. English, Crystal Palace, 18 July, 1885.
ap	1.51.25 2-5	W. M. Woodside (c).
ep	1.50.24	Fred Lees, Leicester, 5 July, 1884.
36 miles.		
aa	2.01.51	Geo. M. Hendee (e).
ea	1.56.02	Geo. Gatehouse, Crystal Palace, 18 July, 1885.
ap	1.55.28 3-5	W. M. Woodside (c).
37 miles.		
aa	2.05.43 2-5	Geo. M. Hendee (e).
ea	1.59.43	R. H. English, Crystal Palace, 18 July, 1885 (9).
ap	1.59.19 3-5	W. M. Woodside (c).
38 miles.		
aa	2.09.41 3-5	Geo. M. Hendee (e).
ea	2.03.21 3-5	R. H. English, Crystal Palace, 18 July, 1885.
ap	2.03.15 1-5	W. M. Woodside (c).
39 miles.		
aa	2.14.12 1-5	Geo. M. Hendee (e).
ea	2.06.49 1-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.07.22 1-5	W. M. Woodside (c).
40 miles.		
aa	2.18.19	Geo. M. Hendee (e).
ea	2.10.05 4-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.11.46 2-5	W. M. Woodside (c).
ep	2.10.14	Tom Battersby, Leicester, 5 July, 1884.
41 miles.		
aa	2.22.18	Geo. M. Hendee (e).
ea	2.13.31 3-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.15.52	W. M. Woodside (c).
42 miles.		
aa	2.26.26	Geo. M. Hendee (e).
ea	2.16.51 2-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.20.00 4-5	W. M. Woodside (c).
43 miles.		
aa	2.30.37	Geo. M. Hendee (e).
ea	2.20.18 4-5	W. K. Adam, Crystal Palace, 29 July, 1882.
ap	2.24.18 1-5	W. M. Woodside (c).
44 miles.		
aa	2.34.49 3-5	Geo. M. Hendee (e).
ea	2.23.42 1-5	C. D. Vesey, Crystal Palace, 29 July, 1882.
ap	2.29.22 3-5	W. M. Woodside (c).

45 miles.		
aa	2.39.54 1-5	Geo. M. Hendee (e).
ea	2.27.05 4-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.33.48 3-5	W. M. Woodside (c).
ep	2.28.58	Tom Battersby, Leicester, 5 July, 1884.
46 miles.		
aa	2.42.43	Geo. M. Hendee (e).
ea	2.30.33 2-5	I. K. Falconer, Crystal Palace, 29 July, 1882.
ap	2.38.24 3-5	W. M. Woodside (c).
47 miles.		
aa	2.46.25 3-5	Geo. M. Hendee (e).
ea	2.34.04 3-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.43.23 3-5	W. M. Woodside (c).
48 miles.		
aa	2.50.03	Geo. M. Hendee (e).
ea	2.37.43 1-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.48.02	W. M. Woodside (c).
49 miles.		
aa	2.53.37 4-5	Geo. M. Hendee (e).
ea	2.41.08 2-5	M. H. Jephson, Crystal Palace, 29 July, 1882.
ap	2.52.25 4-5	W. M. Woodside (c).
50 miles.		
aa	2.56.56 4-5	Geo. M. Hendee (e).
ea	2.43.58 3-5	I. K. Falconer, Crystal Palace, 29 July, 1882.
ap	2.56.19 4-5	W. M. Woodside (c).
ep	2.47.20	Fred Wood, Leicester, 5 July, 1884.
51 miles.		
aa	3.07.47 1-5	F. F. Ives, Springfield, 10 Oct., 1885.
ea	2.55.24	G. L. Hillier, Crystal Palace, 29 Sept., 1884.
52 miles.		
aa	3.11.32 2-5	F. F. Ives (f).
ea	2.59.23	G. L. Hillier, Crystal Palace, 29 Sept., 1884.
53 miles.		
aa	3.15.26 2-5	F. F. Ives (f).
ea	3.02.50	G. L. Hillier, Crystal Palace, 29 Sept., 1884 (10).
54 miles.		
aa	3.19.21	F. F. Ives (f).
ea	3.06.15	G. L. Hillier, Crystal Palace, 29 Sept., 1884 (11).
55 miles.		
aa	3.23.13 2-5	F. F. Ives (f).
ea	3.10.58	F. R. Frye (h).
ep	3.32.30	Fred Lees (g).
56 miles.		
aa	3.27.03 3-5	F. F. Ives (f).
ea	3.14.30	F. R. Frye (h).
57 miles.		
aa	3.31.22 1-5	F. F. Ives (f).
ea	3.18.03	F. R. Frye (h).
58 miles.		
aa	3.35.29	F. F. Ives (f).
ea	3.21.32	F. R. Frye (h).
59 miles.		
aa	3.39.21 3-5	F. F. Ives (f).
ea	3.25.01	F. R. Frye (h).
60 miles.		
aa	3.43.31	F. F. Ives (f).
ea	3.28.30	F. R. Frye (h).
ep	3.54.59	Fred Lees (g).
61 miles.		
aa	3.47.37 1-5	F. F. Ives (f).
ea	3.32.07	F. R. Frye (h).
62 miles.		
aa	3.51.51 3-5	F. F. Ives (f).
ea	3.35.35	F. R. Frye (h).

(e) Run against time at Springfield, 11 Nov., 1885.
 (f) Run against time at Springfield, 10 Oct., 1885.
 (g) 100-mile championship at Aylestone Road grounds, 6 Oct., 1883.

(h) Run against time, Crystal Palace, 27 July, 1883.
 (i) 25-mile championship of L. A. W., New Haven, 8 June, 1885.

(j) 20-mile professional championship of the world, Springfield, 20 Sept., 1885.

(k) Chicago, 15 Aug., 1885.

(l) N. C. U. records committee says 44.29 2-5. All other authorities say 3-5.

(7) N. C. U. committee says 2-5; *Wheeling*, 2-5; *Cyclist*, 3-5; Ducker, 3-5.

(8) N. C. U. committee says 47; *Wheeling*, 47; *Cyclist*, 2-5; Ducker, 2-5.

(9) N. C. U. committee says 1.59.33, probably a typographical error. All authorities say 43.

(10) In all the published reports of the event in which this record was made, including that of the paper of which Mr. Hillier was editor, the time was given as 3.3.26. We have heard no reason assigned for a change in the time first reported, but in all the compilations of best times on record by the English press, the record is given as we have it, 3.2.59, and the N. C. U. accepts these figures.

(11) See note 10. This record was originally reported 3.7.29.

BICYCLE—Continued.

63 miles.		
a a	3-56.32 1-5	Geo. M. Hendee (e).
e a	3-39.01	F. R. Frye (h).
64 miles.		
a a	4-02.59 3-5	Geo. M. Hendee (e).
e a	3-42.28	F. R. Frye (h).
65 miles.		
a a	4-06.28 3-5	Geo. M. Hendee (e).
e a	3-45.55	F. R. Frye (h).
e p	4-13.01	Fred Lees (g).
66 miles.		
a a	4-09.58 3-5	Geo. M. Hendee (e).
e a	3-49.20	F. R. Frye (h).
67 miles.		
a a	4-13.32	Geo. M. Hendee (e).
e a	3-52.45	F. R. Frye (h).
68 miles.		
a a	4-17.12 3-5	Geo. M. Hendee (e).
e a	3-56.12	F. R. Frye (h).
69 miles.		
a a	4-21.26 3-5	Geo. M. Hendee (e).
e a	3-59.50	F. R. Frye (h).
70 miles.		
a a	4-27.27 1-5	Geo. M. Hendee (e).
e a	4-03.17	F. R. Frye (h).
e p	4-35.34	Fred Lees (g).
71 miles.		
a a	4-31.03	Geo. M. Hendee (e).
e a	4-06.51	F. R. Frye (h).
72 miles.		
a a	4-34.30 3-5	Geo. M. Hendee (e).
e a	4-10.21	F. R. Frye (h).
73 miles.		
a a	4-38.01 1-5	Geo. M. Hendee (e).
e a	4-13.54	F. R. Frye (h).
74 miles.		
a a	4-41.35 3-5	Geo. M. Hendee (e).
e a	4-17.31	F. R. Frye (h).
75 miles.		
a a	4-45.07 4-5	Geo. M. Hendee (e).
e a	4-21.12	F. R. Frye (h).
e p	4-56.45	Fred Lees (g).
76 miles.		
a a	4-48.48 1-5	Geo. M. Hendee (e).
e a	4-24.45	F. R. Frye (h).
77 miles.		
a a	4-52.31 1-5	Geo. M. Hendee (e).
e a	4-28.10	F. R. Frye (h).
78 miles.		
a a	4-56.11	Geo. M. Hendee (e).
e a	4-31.38	F. R. Frye (h).
79 miles.		
a a	5-00.05	Geo. M. Hendee (e).
e a	4-35.03	F. R. Frye (h).
80 miles.		
a a	5-04.17 2-5	Geo. M. Hendee (e).
e a	4-38.32	F. R. Frye (h).
e p	5-17.50	Fred Lees (g).
81 miles.		
a a	5-08.25 3-5	Geo. M. Hendee (e).
e a	4-42.04	F. R. Frye (h).
82 miles.		
a a	5-12.33	Geo. M. Hendee (e).
e a	4-45.35	F. R. Frye (h).
83 miles.		
a a	5-16.43 1-5	Geo. M. Hendee (e).
e a	4-49.02	F. R. Frye (h).
84 miles.		
a a	5-20.45 2-5	Geo. M. Hendee (e).
e a	4-52.30	F. R. Frye (h).
85 miles.		
a a	5-24.41	Geo. M. Hendee (e).
e a	4-56.31	F. R. Frye (h).
e p	5-37.47	Fred Lees (g).

(e) Run against time at Springfield, 11 Nov., 1885.
 (f) Run against time at Springfield, 10 Oct., 1885.
 (g) 100-mile championship, at Aylestone Road Grounds, 6 Oct., 1883.
 (h) Run against time, Crystal Palace, 27 July, 1883.

86 miles.

a a 5-28.23 1-5 Geo. M. Hendee (e).
 e a 5-00.49 F. R. Frye (h).

87 miles.

a a 5-32.01 3-5 Geo. M. Hendee (e).
 e a 5-04.28 F. R. Frye (h).

88 miles.

a a 5-35.50 1-5 Geo. M. Hendee (e).
 e a 5-08.10 F. R. Frye (h).

89 miles.

a a 5-39.55 2-5 Geo. M. Hendee (e).
 e a 5-11.34 F. R. Frye (h).

90 miles.

a a 5-43.57 Geo. M. Hendee (e).
 e a 5-15.02 F. R. Frye (h).
 e p 5-55.56 Fred Lees (g).

91 miles.

a a 5-47.58 2-5 Geo. M. Hendee (e).
 e a 5-18.37 1-2 F. R. Frye (h).

92 miles.

a a 5-52.24 3-5 Geo. M. Hendee (e).
 e a 5-22.03 F. R. Frye (h).

93 miles.

a a 5-57.41 2-5 F. F. Ives (f).
 e a 5-25.27 F. R. Frye (h).

94 miles.

a a 6-01.47 4-5 F. F. Ives (f).
 e a 5-28.47 F. R. Frye (h).

95 miles.

a a 6-05.44 3-5 F. F. Ives (f).
 e a 5-32.28 F. R. Frye (h).
 e p 6-18.12 Fred Lees (g).

96 miles.

a a 6-09.32 2-5 F. F. Ives (f).
 e a 5-36.11 F. R. Frye (h).

97 miles.

a a 6-13.39 4-5 F. F. Ives (f).
 e a 5-40.23 F. R. Frye (h).

98 miles.

a a 6-17.42 4-5 F. F. Ives (f).
 e a 5-43.21 F. R. Frye (h).

99 miles.

a a 6-21.50 F. F. Ives (f).
 e a 5-47.00 1-2 F. R. Frye (h).

100 miles.

a a 6-25.30 F. F. Ives (f).
 e a 5-50.05 2-5 F. R. Frye (h).
 e p 6-36.30 4-5 Fred Lees (g).

Above one hundred miles, the English amateur records stand to the credit of George Lacy Hillier, Crystal Palace, 29 September, 1885, in race with Major T. Knox-Holmes. They are as follows:—

101 miles,	6-43.27	124 miles,	8-23.56
102 "	6-56.49	125 "	8-28.10
103 "	7-00.25	126 "	8-32.20
104 "	7-04.08	127 "	8-36.37
105 "	7-07.58	128 "	8-40.46
106 "	7-12.04	129 "	8-45.10
107 "	7-16.30	130 "	8-49.28
108 "	7-20.40	131 "	8-54.00
109 "	7-24.41	132 "	8-58.12
110 "	7-28.30	133 "	9-02.12
111 "	7-32.44	134 "	9-06.35
112 "	7-36.30	135 "	9-11.24
113 "	7-40.47	136 "	9-15.55
114 "	7-45.22	137 "	9-20.33
115 "	7-49.23	138 "	9-25.31
116 "	7-52.53	139 "	9-29.21
117 "	7-56.22	140 "	9-33.54
118 "	8-00.10	141 "	9-38.24
119 "	8-03.42	142 "	9-43.23
120 "	8-07.26	143 "	9-47.34
121 "	8-11.09	144 "	9-52.13
122 "	8-15.31	145 "	9-56.05
123 "	8-19.52	146 "	9-59.34

One Hour Record.

a a 20 1-2 miles, 132 yards, 4 inches, — Wm. A. Rowe, Springfield, 19 Oct., 1885.
 e a 20 miles, 560 yards, — R. H. English, Crystal Palace, 11 Sept., 1884.
 a p 20 miles, 285 yards, — W. M. Woodside, Springfield, 26 Oct., 1885.
 e p 20 1-2 miles, 25 yards, — Fred Lees, Leicester, 18 Aug., 1883.

MISCELLANEOUS RECORDS.

AMERICAN AMATEUR.

Bicycle—Hands off.

1-4 mile, 43 3-5, A. O. McGarrett, Springfield, 17 Oct., 1885.
 1-2 mile, 1-25 3-5, A. O. McGarrett, Springfield, 17 Oct., 1885.
 3-4 mile, 2-10 2-5, A. O. McGarrett, Springfield, 17 Oct., 1885.
 1 mile, 2-58 4-5, A. O. McGarrett, Springfield, 17 Oct., 1885.
 2 miles, 6-09 3-5, A. O. McGarrett, Springfield, 17 Oct., 1885.

Bicycle—Run and Ride.

1-4 mile, 1-07, W. I. Foster, Hartford, 2 Sept., 1885.*
 1-2 mile, 2-0 1-2, C. B. Ripley, Springfield, 30 May, 1885.*
 3-4 mile, 3-35, A. B. Norton, Springfield, 30 May, 1885.*
 1 mile, 4-23, C. B. Ripley, Hartford, 2 Sept., 1885.*

Bicycle—Tandem.

1-4 mile, 45 4-5, C. H. Miller and F. R. Brown, Springfield, 30 May, 1885.
 1-2 mile, 1-32, C. H. Miller and F. R. Brown, Springfield, 30 May, 1885.
 3-4 mile, 2-22 3-5, C. H. Miller and F. R. Brown, Springfield, 30 May, 1885.
 1 mile, 3-09, C. H. Miller and F. R. Brown, Springfield, 30 May, 1885.
 2 miles, 6-55 2-5, C. H. Miller and F. R. Brown, Springfield, 17 Sept., 1884.
 3 miles, 10-14 1-5, C. H. Miller and F. R. Brown, Springfield, 17 Sept., 1884.

SAFETY PERFORMANCES.

Given as notable performances only. Neither the L. A. W. nor the N. C. U. recognize any distinction in bicycle records. In compiling safety performances, the Star machine is generally ignored. It has always been classed as a safety, and should be so considered. We give it a place in our table. All English records, and all American professional records below, were made on dwarf machines. As the Star takes the record at all distances in the American amateur list, we give the record of the dwarf machine in addition.

Quarter mile.

a a 41 1-5 C. E. Kluge, Springfield, 8 Sept., 1885.
 dw 41 4-5 A. P. Engleheart, Springfield, 9 Sept., 1885.
 a p 43 R. Howell, Springfield, 25 Sept., 1885.

Half mile.

a a 1-18 1-5 C. E. Kluge, Springfield, 9 Sept., 1885.
 dw 1-24 3-5 A. P. Engleheart, Springfield, 10 Sept., 1885.
 a p 1-22 R. Howell, Springfield, 25 Sept., 1885.

Three-quarter mile.

a a 2-01 1-5 C. E. Kluge, Springfield, 9 Sept., 1885.
 dw 2-07 A. P. Engleheart, Springfield, 10 Sept., 1885.
 a p 2-01 3-5 R. Howell, Springfield, 25 Sept., 1885.

1 mile.

a a 2-41 2-5 C. E. Kluge, Springfield, 8 Sept., 1885.
 dw 2-48 1-5 A. P. Engleheart, Springfield, 8 Sept., 1885.
 e a 2-55 4-5 A. P. Engleheart, Alexandra Palace, 2 May, 1885.
 a p 2-43 R. Howell, Springfield, 25 Sept., 1885.
 e p 2-55 T. Battensby, Leicester, 2 May, 1885.

2 miles.

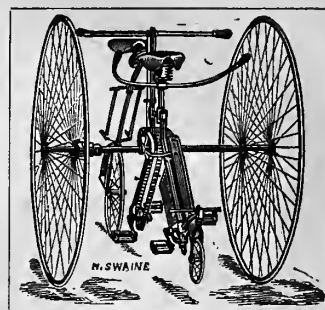
a a 5-36 1-5 Geo. E. Weber, Springfield, 10 Sept., 1885.
 dw 5-46 3-5 A. P. Engleheart, Springfield, 10 Sept., 1885.
 e a 5-59 1-4 J. Lee Bridlington, Yorks, 24 Aug., 1885.
 a p 5-55 2-5 R. Howell, Springfield, 8 Sept., 1885.
 e p 5-59 S. Marriott, Leicester, 2 May, 1885.

3 miles.

a a 8-31 1-5 Jos. Powell, Springfield, 10 Sept., 1885.
 dw 8-35 4-5 A. P. Engleheart, Springfield, 10 Sept., 1885.
 e a 9-22 2-5 A. P. Engleheart, Crystal Palace, 1 July, 1885.
 a p 9-11 R. Howell, Springfield, 8 Sept., 1885.
 e p 8-55 R. Howell, Leicester, 2 May, 1885.



THE RUDGE Bicycles and Tricycles



Rudge Humber Tandem.

SEASON OF 1886.

With a view of informing our Friends what our Plans are for the coming Year, we give them below a few Ideas regarding the Machines we are to handle. Our Manager has visited England, and has examined carefully Every Detail in regard to the manufacture of the Rudge Bicycles and Tricycles.

As regards the **BICYCLE**, there are no changes in the **RUDGE LIGHT ROADSTER**, **AMERICAN RUDGE**, or **RUDGE RACER**. Last year we perfected them, and our machines have given such thorough satisfaction that we have not deemed it advisable to make any alterations. A change is not always an improvement, and we prefer to adhere to what we know is thorough and reliable, rather than to make any alterations which may or may not be found afterwards to be what is desired, or could be called an improvement.

In the **RUDGE SAFETY** we have carefully examined every point. We may say that last year was really the first year for the manufacture and sale of the Safety Machine, and the **RUDGE SAFETY** this year will have marked improvements, and we can confidently recommend this machine to our agents and riders.

We shall also have a **NEW SAFETY**, similar to the Rover, but which will be somewhat higher in price than the present type. Full details of this will be furnished later.

In **TRICYCLES** we shall have a tricycle which contains all the essential points of the very latest improvements. It will be furnished with a large front wheel, bicycle steering and long wheel base. We have studied this point very carefully, and feel confident that when the riders see this machine they will be more than pleased, as it combines strength, lightness and easy running, and with very little difference in speed as compared to the bicycle. To those who have not as yet been satisfied with any tricycle they may have seen, we would ask them to wait and examine our catalogue.

For a **TANDEM** we shall handle the well-known and popular Coventry Rotary, which is fully described in our 1885 list, and also the "Genuine Humber" Tandem. Messrs. Marriott & Cooper's "**GENUINE HUMBER**" Tandem Machines are now made by Messrs. D. Rudge & Co., and the above gentlemen's wide-spread, practical and mechanical knowledge, which has given the Humber Machines such prestige in England, combined with Rudge & Co.'s experience and skill in material and workmanship, will leave nothing to be desired; and we can with confidence recommend these machines to the notice of our agents and their customers.

All of these machines are well known in England, and combine all the latest ideas of of mechanical ingenuity and skill.

We are at present preparing our catalogue for 1886, which will be out the latter part of February, and which will be forwarded to you at the earliest possible date, so soon as we have our plans completed. We would suggest that you wait and see our catalogue before deciding what your mount for this season will be.

We remain, yours very truly,

STODDARD, LOVERING & CO.

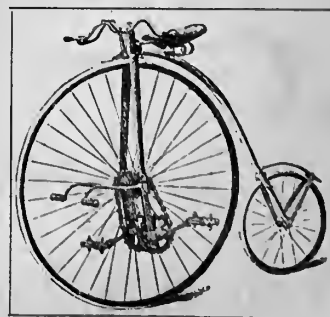
SEE THAT YOU HAVE AN AGENCY
— OF THE —

RUDGE

FOR 1886.



Rudge Cripper.



Rudge Safety.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH APOLLO Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

THE

"MARLBORO' CLUB."

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

SAFETY RECORDS—Continued.

4 miles.		
a a	11.17 1-5	Geo. E. Weber, Springfield, 10 Sept., 1885.
dw	12.55	A. P. Engleheart, Hartford, 3 Sept., 1885.
a p	12.22	R. Howell, Springfield, 8 Sept., 1885.
e p	11.55	T. Battensby, Leicester, 2 May, 1885.
5 miles.		
a a	14.12 4-5	G. E. Weber, Springfield, 10 Sept., 1885.
dw	16.04	A. P. Engleheart, Hartford, 3 Sept., 1885.
a p	15.36 2-5	R. Howell, Springfield, 8 Sept., 1885.
e p	15.01	T. Battensby, Leicester, 2 May, 1885.
6 miles.		
a a	17.16 3-5	Geo. E. Weber (l)
e p	18.06	T. Battensby (m).
7 miles.		
a a	20.16 3-5	Geo. E. Weber (l).
e p	21.10	T. Battensby (m).
8 miles.		
a a	23.15 4-5	Geo. E. Weber (l).
e p	24.16	T. Battensby (m).
9 miles.		
a a	26.17	Geo. E. Weber (l).
e p	27.25	T. Battensby (m).
10 miles.		
a a	29.20 4-5	G. E. Weber (l).
e a	32.39 3-5	A. P. Engleheart, Crystal Palace, 1 July, 1885.
p	30-34	T. Battensby (m).
11 miles.		
a a	32.21 4-5	G. E. Weber (l).
e p	31.45	T. Battensby (m).
12 miles.		
a a	35.22 4-5	G. E. Weber (l).
e p	36.57	T. Battensby (m).
13 miles.		
a a	38.25	G. E. Weber (l).
e p	40.08	T. Battensby (m).
14 miles.		
a a	41.26	G. E. Weber (l).
e p	43.18	T. Battensby (m).
15 miles.		
a a	44.24	G. E. Weber (l).
e p	46.30	T. Battensby (m).
16 miles.		
a a	47.22	G. E. Weber (l).
e p	49.44	T. Battensby (m).
17 miles.		
a a	50.26	G. E. Weber (l).
e p	53.01	T. Battensby (m).
18 miles.		
a a	53.32 2-5	G. E. Weber (l).
e p	56.20	T. Battensby (m).
19 miles.		
a a	56.38	G. E. Weber (l).
e p	59.41	J. R. Grose, Crystal Palace, 18 June, 1885.
20 miles.		
a a	59.46	G. E. Weber (l).
e p	1.03.05 1-5	R. Howell, Leicester, 2 May, 1885.
One hour.		
a a	20 miles, 135 yards,	G. E. Weber, Springfield, 10 Sept., 1885.
e p	19 miles, 215 yards,	J. R. Grose, Crystal Palace, 18 June, 1885.
Distance.		
100 miles, 9h. 20m., Geo. E. Weber, 4 Oct., 1884. Boston race.		
92 3-4 miles, 6h. 57m., Geo. E. Weber, 1885. Boston race (13).		
100 miles, 9h. 6 1-2m., Geo. E. Weber, 10 July, 1885. Canada roads.		
198 miles in 24 hours, H. D. Corey, 8 Aug., 1885 (12).		
We have a sworn certificate to show that Jos. Powell, on a safety, made the following time on the Springfield		
(l) Springfield, 10 Sept., 1885; 10 mile record race and run to make 20 miles in the hour.		
(m) Leicester, 2 May, 1885.		

track, 6 Sept., in a run against time, 1-2 mile 1.16; 1 mile, 2.38 5-8. The certificate is signed by the time-keeper only, and the performance cannot go on record.

NOTABLE PERFORMANCES.

e a	R. H. English rode 37 miles, 155 yards, in two hours, on Crystal Palace track, 18 July, 1885.
e	G. L. Hillier rode 1-4 mile with flying start, in 35 2-5, at Crystal Palace, 3 July, 1884.
e a	M. V. J. Webber rode 1 mile, with flying start, in 2.43 4-5, at Cambridge, 15 June, 1885.
e p	Fred Wood rode last mile of 20 mile race, in 2.31 2-5, at Leicester, 25 Aug., 1883.
a a	G. E. Weber rode 1-2 mile, with flying start, in 1.17 2-5, at Pittsfield, Mass., 13 Aug., 1885.
a a	H. Snodderly rode 1-2 mile on one wheel, in 2.57, at Washington, 5 Aug., 1885.
a p	W. N. Kaufman holds the following records for one wheel: 1-4 mile, 52 2-5; 1-2 mile, 1.51 3-5; 3-4 mile, 2.52, Springfield, 9 Sept., 1885; 1 mile, 4 min., Rochester, 17 Sept., 1885.

ROAD RECORDS.

Twenty-four hours.

e a	266 1-4 miles, J. H. Adams, 4 Oct., 1884.
a a	259 26-32 miles, L. D. Munger, 21 Nov., 1885.

Distance records.

AMERICAN.

25 miles, 1.54.00, W. A. Rhodes, 27 June, 1885.
50 miles, 3.32.20 2-5, W. A. Rhodes, 26 Sept., 1885.
100 miles, 7.51.30, A. A. McCurdy, 16 Nov., 1885.

ENGLISH.

50 miles, 3.5.34, S. Golder, 26 Sept., 1885.
100 miles, 6.39.5, E. Hale, 20 Oct., 1885.
John-o'-Groats to Land's End (English), 6 days, 16 hours, 7 minutes, James Lennox, 29 June, 1885.
2,054 1-2 miles in 19 days (English), H. R. Goodwin, 1-19 June, 1885.
Chestnut Hill, Boston. Circuit of lower basin, 3.23, E. P. Burnham.
Corey Hill, Boston. Climbed by W. W. Stall, 24 Oct., 1885, in 3.24 1-5.
Thomas Stevens started from San Francisco, Cal., 22 April, 1884, and rode across the continent to Boston, arriving on the 4th of August, having ridden 3,700 miles. He started from Liverpool to complete his journey around the world 9 April, 1885, and rode to Teheran, Persia, arriving 1 Oct., 1885, a distance of 4,000 miles.
Hugh J. High started from Pottstown, Penn., 4 May, 1885, and rode to Seward, Nebraska, and returned to Pottstown, travelling 3,409 miles in 159 days. Actual riding time, 505 hours.

TRICYCLE RECORDS.

Quarter mile.

a a	42	Geo. M. Hendee, Springfield, 4 Nov., 1885.*
c	45 1-5	W. A. Rhodes, Springfield 9 Sept., 1885.
e a	46	P. T. Letchford, Crystal Palace, 11 June, 1885.
a p	44 2-5	R. Howell, Springfield, 2 Oct., 1885 (17).
e p	54	Fred Lees, Leicester, 24 May, 1884.

Half mile.

a a	1.21 4-5	Geo. M. Hendee, Springfield, 4 Nov., 1885.*
c	1.30	Robt. Cripps, Springfield, 10 Sept., 1885.
e a	1.29 1-5	P. T. Letchford, Crystal Palace, 11 June, 1885.
a p	1.24 3-5	R. Howell, Springfield, 2 Oct., 1885 (17).
e p	1.43	Fred. Lees (n).

Three quarter mile.

a a	2.10 2-5	R. Cripps, Springfield, 10 Sept., 1885.
c	2.15 1-5	F. F. Ives, Springfield, 10 Sept., 1885.
e a	2.14 3-5	Percy Furnivall, Crystal Palace, 11 June, 1885.
a p	2.07	R. Howell, Springfield, 2 Oct., 1885 (17).
e p	2.33	Fred. Lees (n).

(12) First reported as 203 1-8 miles. Subsequently corrected, and fixed at 198 miles.

(13) Made in 100-mile race. Investigation showed that the course was not longer than 94 1-2 miles, and that the rider cut off 1 3-4 miles.

(14) Run against time, Leicester, 24 May, 1884.

(15) N. C. U. 25-mile championship, Crystal Palace, 11 July, 1885.

(16) We give this record on the authority of the N.

1 mile.

a a	2.53 4-5	R. Cripps, Springfield, 10 Sept., 1885.
c	2.58 2-5	Percy Furnivall, Springfield, 10 Sept., 1885.
e a	2.58 1-5	Percy Furnivall, Crystal Palace, 11 June, 1885.
a p	2.49 2-5	R. Howell, Springfield, 2 Oct., 1885 (17).
e p	3.20	Fred. Lees (n).

2 miles.

a a	6.03 4-5	Percy Furnivall, Springfield, 9 Sept., 1885.
e a	6.17	Sidney Lee, Surbiton, 3 Oct., 1885.
a p	6.12 2-5	R. Howell, Springfield, 8 Oct., 1885 (17).
e p	6.35	Fred. Lees (n).

3 miles.

a a	9.08 3-5	Percy Furnivall, Springfield, 9 Sept., 1885.
e a	9.38 3-5	R. Cripps, Crystal Palace, 11 July, 1885.
e p	9.55	Fred Lees (n).

4 miles.

a a	12.15 1-5	Percy Furnivall, Springfield, 9 Sept., 1885.
e a	13.03	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	13.19	Fred Lees (n).

5 miles.

a a	15.18 3-5	Percy Furnivall, Springfield, 9 Sept., 1885.
e a	16.19	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	16.45	Fred Lees (n).

6 miles.

a a	20.51 2-5	John Williams, Springfield, 6 Nov., 1885.*
e a	19.35	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	20.08	Fred Lees (n).

7 miles.

a a	24.24 2-5	John Williams, Springfield, 6 Nov., 1885.*
e a	22.54	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	23.32	Fred Lees (n).

8 miles.

a a	27.53 1-5	John Williams, Springfield, 6 Nov., 1885.*
e a	26.09	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	26.51	Fred Lees (n).

9 miles.

a a	31.26 1-5	John Williams, Springfield, 6 Nov., 1885.*
e a	29.23	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	30.15	Fred Lees (n).

10 miles.

a a	34.50 4-5	John Williams, Springfield, 6 Nov., 1885.*
e a	32.33 3-5	M. J. Lowndes, Surbiton, 21 June, 1883 (14).
e p	33.39	Fred Lees (n).

America has no tricycle records above 10 miles.

11 miles.

e a	37.26	R. Cripps, Crystal Palace, 11 July, 1885.
e p	37.01	Fred Lees (n).

12 miles.

e a	40.51	Geo. Gatehouse (o).
e p	40.23	Fred Lees (n).

13 miles.

e a	44.19	R. H. English (o).
e p	43.41	Fred Lees (n).

C. U. records committee. The time was made at a private trial, and Robert James, a professional, made the pace. The *Tricyclist*, referring to the record, says: "If the trial was a public one, then Mr. Lowndes infringed the law (Amateur) both in letter and in spirit, by allowing a professional to ride with him. If, on the other hand, the trial was a private one, then no law has been broken; but, at the same time, the record cannot be claimed as a public record, and must therefore be put in the same category as the fine private performances of Cortis, Buckley, Wharton, and others, which, though most fully authenticated, cannot be put in the record books for the above reason."

(17) America has no professional tricycle records made in competition that we care to accept. This record was made against time.

(TRICYCLE—Continued.)

14 miles.
e a 47.45 3-5 Geo. Gatehouse (o).
e p 47.05 Fred Lees (n).

15 miles.
e a 51.04 Geo. Gatehouse (o).
e p 50.29 Fred Lees (n).

16 miles.
e a 54.34 Geo. Gatehouse (n).
e p 53.48 Fred Lees (n).

17 miles.
e a 57.58 Geo. Gatehouse (o).
e p 57.12 Fred Lees (n).

18 miles.
e a 1.01.35 R. H. English (o).
e p 1.00.33 Fred Lees (n).

19 miles.
e a 1.05.11 3-5 R. H. English (o).
e p 1.03.59 Fred Lees (n).

20 miles.
e a 1.08.42 G. Gatehouse (o).
e p 1.07.15 Fred Lees (n).

There are no English professional records above 20 miles.

e a 21 miles 1.12.20 R. H. English (o).
e a 21 " 1.16.03 2-5 Geo. Gatehouse (o).
e a 23 " 1.19.41 2-5 Geo. Gatehouse (o).
e a 24 " 1.23.19 Geo. Gatehouse (o).
e a 25 " 1.26.29 2-5 Geo. Gatehouse (o).

Records made in a run against time by H. J. Webb, Crystal Palace, 7 Aug., 1884.

26 miles, 1.34.01	64 miles, 4.15.52 1-2
27 " 1.37.56 1-4	65 " 4.20.14
28 " 1.42.39 1-4	66 " 4.24.39 1-4
29 " 1.46.29 1-2	67 " 4.30.33 1-2
30 " 1.50.43 1-2	68 " 4.34.39 1-4
31 " 1.54.48	69 " 4.39.13 1-2
32 " 1.58.54 1-2	70 " 4.43.16 1-4
33 " 2.03.12 1-2	71 " 4.47.04
34 " 2.07.40 1-4	72 " 4.50.55
35 " 2.13.07 1-4	73 " 4.54.50
36 " 2.16.47 1-4	74 " 5.00.27 1-2
37 " 2.20.28	75 " 5.06.17
38 " 2.24.09	76 " 5.10.12 1-2
39 " 2.27.58 1-2	77 " 5.14.12
40 " 2.31.57 1-2	78 " 5.18.16
41 " 2.36.22	79 " 5.22.18 1-4
42 " 2.40.21 1-2	80 " 5.26.21 3-4
43 " 2.44.04 1-2	81 " 5.30.37 1-2
44 " 2.47.56	82 " 5.34.42 1-4
45 " 2.52.35 1-4	83 " 5.39.08 1-2
46 " 2.56.21	84 " 5.43.26
47 " 3.00.03 1-4	85 " 5.47.14
48 " 3.03.55	86 " 5.50.55
49 " 3.07.43	87 " 5.54.42
50 " 3.11.15	88 " 5.58.18 1-2
51 " 3.17.00	89 " 6.01.56
52 " 3.20.56 1-2	90 " 6.06.07
53 " 3.26.09 1-4	91 " 6.10.12 1-2
54 " 3.31.07 1-4	92 " 6.14.30 1-2
55 " 3.35.25 1-2	93 " 6.18.09 1-2
56 " 3.39.45 1-2	94 " 6.21.43 3-4
57 " 3.43.52 1-4	95 " 6.25.17 1-2
58 " 3.48.23 1-2	96 " 6.28.47
59 " 3.52.26	97 " 6.32.36
60 " 3.56.38	98 " 6.36.19 1-2
61 " 4.01.39 1-2	99 " 6.40.08 1-2
62 " 4.07.24	100 " 6.43.32 1-2
63 " 4.11.37 1-4	

Records made by Major T. Knox-Holmes in match with G. Lacy Hillier, Crystal Palace, 29 Sept., 1884:—

101 miles, 8.36.24	108 miles, 9.17.00
102 " 8.42.06	109 " 9.23.03
103 " 8.47.36	110 " 9.29.04
104 " 8.53.19	111 " 9.34.44
105 " 8.59.13	112 " 9.40.28
106 " 9.05.23	113 " (15) 9.46.48
107 " 9.11.17	114 " 9.52.58

115 miles, 9.58.58
e a 1-4 mile, flying start, 39 3-5, S. Lee, Crystal Palace, 11 July, 1885.

1 hour.

e a 17 miles, 986 yards, Geo. Gatehouse, Crystal Palace, 11 June, 1885.

Road Records.

a a 25 miles, 1.45.00, John Williams, 27 Oct., 1885.
a a 50 miles, 4.27.00, John Williams, 27 Oct., 1885.
e a 50 miles, 3.35.45, J. M. Inglis, 28 July, 1885.

(n) Run against time, Leicester, 24 May, 1884.

(o) N. C. U., 25 mile championship, Crystal Palace, 11 July, 1885.

a a 100 miles, 11.30, W. R. Pitman, 4 Oct., 1884.
e a 100 miles, 7.35, H. J. Webb, 27 Sept., 1884.
a a 24 hours, 186 miles, W. H. Huntley, 9 Aug., 1885 (16).
e a 24 hours, 231 3-4 miles, C. H. R. Gossett, 1 July, 1885.

Land's End to John O'Groats, England and Scotland, 6 days, 15 hours, 22 min. T. R. Marriott, 21 and 27 Sept., 1885, 898 miles.
400 miles, London to Edinburgh, 2 days, 9 hours, W. F. Sutton, 12-15 Sept., 1884.
200 miles, in 24 hours, Mrs. J. H. Allen, England, 6 July, 1885.

TANDEM TRICYCLE RECORDS.

Quarter mile.

a a 44 4-5 R. H. English and Robert Cripps, Springfield, 8 Sept., 1885.
e a 41 G. Gatehouse and P. Furnivall, Cambridge, 15 June, 1885.

Half mile.

a a 1.26 English and Cripps, Springfield, 8 Sept., 1885.
e a 1.21 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

Three-quarter mile.

a a 2.05 1-5 English and Cripps, Springfield, 8 Sept., 1885.
e a 2.04 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

1 mile.

a a 2.46 English and Cripps, Springfield, 8 Sept., 1885.
e a 2.47 1-5 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

2 miles.

a a 5.34 2-5 English and Cripps, Springfield, 8 Sept., 1885.
e a 5.48 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

3 miles.

a a 8.23 2-5 English and Cripps, Springfield, 8 Sept., 1885.
e a 8.39 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

4 miles.

e a 13.39 3-5 Furnivall and Cripps, English and Lambert, dead heat, Springfield, 10 Sept., 1885.
e a 11.30 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

5 miles.

a a 16.49 4-5 Furnivall and Cripps, Springfield, 10 Sept., 1885.
e a 14.22 3-5 Gatehouse and Furnivall, Cambridge, 15 June, 1885.

Road Records.

ENGLISH.

30 miles in 1.44.2, J. M. Inglis and W. H. Wilson, 30 June, 1885.
100 miles in 8.11.45, A. Bird and C. H. R. Gossett, 27 Sept., 1884.
231 miles in 24 hours, by A. Bird and T. R. Marriott, 26 July, 1884.

AMERICAN.

5 miles, 26m., D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
10 miles, 39m., G. D. Gideon and A. G. Powell, 2 Aug., 1885.
15 miles, 1.13, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
20 miles, 1.25, G. D. Gideon and A. G. Powell, 2 Aug., 1885.
25 miles, 2.7, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
30 miles, 2.32, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
35 miles, 2.59, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
40 miles, 3.27, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
45 miles, 4.10, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.
50 miles, 4.41, D. B. Bonnett and J. C. Wetmore, 31 Oct., 1885.

(15) N. C. U. committee gives this record as 9.46.45. *Cyclist* makes it 9.46.48.

(16) First reported 191 miles. Subsequently corrected and fixed at 186 miles.

SOCIALE TRICYCLE RECORDS.

No American Path Records for this Machine.

English Amateur Records.

1-4 mile, 1.11 2-5. Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
1 mile, 3.35, A. J. Wilson and J. H. Pullin, Crystal Palace, 31 May, 1884.
2 miles, 7.03 4-5, A. J. Wilson and J. H. Pullin, Crystal Palace, 31 May, 1884.
3 miles, 12.17, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
4 miles, 16.25 1-2, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
5 miles, 20.38 3-5, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
6 miles, 24.54, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
7 miles, 29.30, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
8 miles, 33.23 1-2, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
9 miles, 37.36, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.
10 miles, 41.40 1-5, Mr. and Mrs. J. S. Smith, Crystal Palace, 24 Oct., 1883.

180 miles in 24 hours by James Lennox and W. F. Sutton, over Scotch roads, 16 July, 1883. Sutton continued to 190 miles with another rider, making the running within the 24 hours.

25 miles in 1h. 59m.; 50 miles in 4h. 29m. by H. N. Correllis and H. J. Webb, 12 June, 1884, over English roads.

100 miles in 21h. 58m.; 111 miles in 24 hours by Max Hansmann and J. Killits, of Washington, D. C., over American roads, 11 Sept., 1885.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 334,469, bicycle saddle, T. J. Regnier, Springfield, Mass.

No. 334,495, bicycle bell, Theo. E. Ware, Clifton, England.

No. 334,578, bicycle, Edward H. Foote, Somerville, Mass. An attachment to the brake of a crank bicycle, whereby "headers" are prevented.

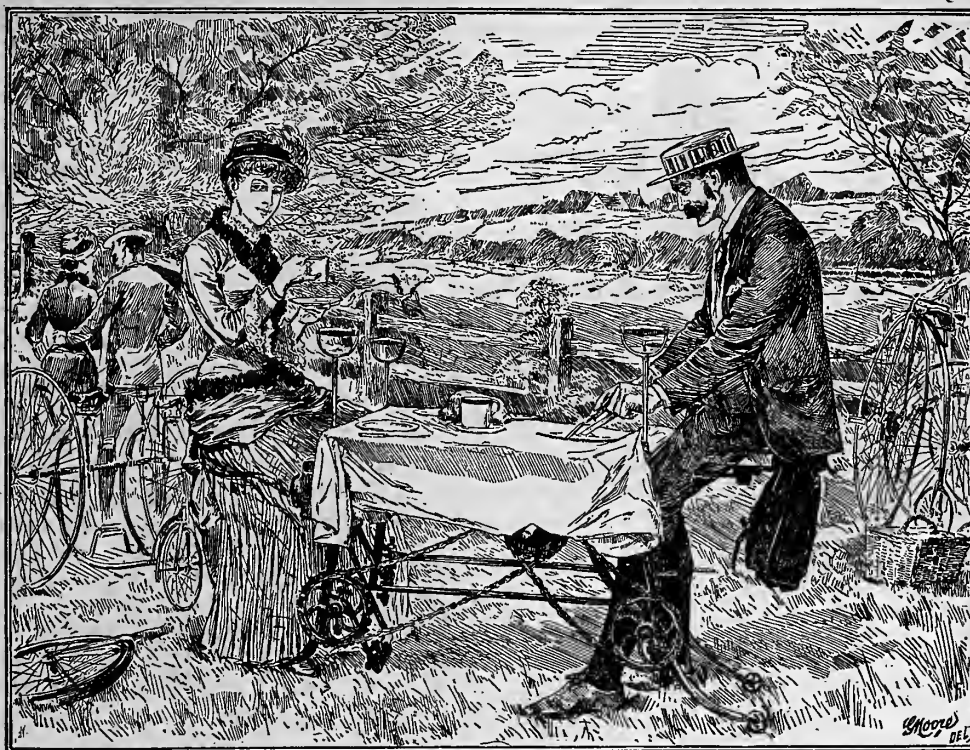
No. 334,635, exercising machine, E. N. Bowen, assignor one half interest to W. S. Bull, Buffalo, N. Y., an improved Home Trainer.

Trade-mark, No. 12,961, bicycles, tricycles, and other velocipedes, D. Rudge & Co., Coventry, England.

From a Feminine Point of View.

My suggestion that a ladies' run was on the programme for the League meeting has been so well received that I think it will be a great success. I have received a few letters of inquiry relative to the programme from some, and assurances from others that they will make an effort to be in Boston.

REGARDING the programme I can have nothing to say at present, for it is too early to make definite plans, and it will be better to consult the wishes of those who are to constitute the party. One lady writes that she would like to go, but fears she will find herself in too speedy company, and another says she cannot ride a great distance. To such as these I will say, Have no fear. The run will be short, and the pace will not be unduly fast. We shall be out for a joyful time, and shall proceed leisurely to our destination.



A NICE CUP OF TEA.

From Wheel World.

I AM told that the first day of the meeting will be set apart for general and special enjoyment, and that wheelmen and wheelwomen are asked to then and there get acquainted with each other. I am inclined to think that this will be the best day for the run, for the gentlemen will then be at leisure. There will be many informal runs on the day of the business meeting and on the day of the parade, for the ladies will not be particularly interested in the discussion of business, and I do not believe they will care to join the parade. We can take a look at the procession, and then hie for green fields and pastures new, while our brothers are rolling between brick walls to please the populace.

I AM told that a tour of three or four days, to Gloucester and Manchester-by-the-Sea will be promoted for the week after the Meet, and a general invitation will be extended to the ladies to visit the bold and rocky north shore. I do not doubt this will be a success, and a rare treat will be in store for those who attend.

"WILL the gentlemen be with us?" asks one young lady. Certainly! There would be little pleasure in a run confined to the ladies alone, and yet the line

must be drawn somewhere. We have found in the past that riders of bicycles were not happy in the company of tricyclers, for the pace has been too slow for them, and oftentimes they have shown their annoyance. It may be well to expect only those gentlemen who are invited. If they come as escorts to lady friends, they may ride a bicycle; but if they come alone, they must ride a tricycle. This is a suggestion.

BOSTON will be full of wheelmen at that time, and a general invitation to wheelmen to join the run might lead to the spectacle of twenty-five ladies escorted by hundreds of wheelmen. This we do not want. We should be overpowered, and we could not get the accommodations at the hotel that we ought to have.

I SHOULD be glad to hear from any or all ladies that intend to join us.

I DON'T believe I was ever intended for a business woman, for I do everything with a lack of system, and in my amusements I look to only the pleasure. I ride in a desultory way, and to my own profit alone. This outburst was provoked by my perusal of the record made by the New Jersey ladies. It is a record to be envied, and I think my poor

figures would make a bad showing beside it, if I could obtain them. But I cannot obtain them. I think I rode on six different machines last year, and seldom did I have a cyclometer. I admire method in others, but alas! I fear it is not for me.

ON the Kettle Cove run, last year, Mr. Tandemon was our source of information for the distance we ran entire, the distance between points on the road, the time of resting, and the time between places. Every time that we stopped, and every time that we passed an important point, out came the watch, pencil, and memorandum book, and down went the figures. Now all this is very well, but I don't believe I could bring myself to do it. It seems like playing in a business sort of way. We were greatly benefited by the work of Mr. Tandemon, and were duly grateful, and we were not a little sorry that beyond the uses of the party his work went for naught, for he lost his book on the road home.

I DO not wish to be understood to condemn cyclometers nor record-keeping. I shall certainly have the one next year, though I am not so sure that I shall keep the other.
DAISIE.

WORTH ALL THE REST!

1 Mile Bicycle	- - -	2.31 ²/₅
1 Mile Safety	- - -	2.43
1 Mile Tricycle	- - -	2.49 ²/₅

All Accomplished on the **RUDGE.** "A good tale will bear telling twice."

Springfield Club Ball.

WASHINGTON's birthday is the accepted date of the annual ball of the Springfield Bicycle Club, and the City Hall the place. Each year has seen a ball there that has for attendance been a surprise to our English cousins, and for attractions a surprise and delight to the cycling fraternity of the Connecticut Valley. This year's ball will be worthy of its predecessors. President Ducker will be at the head of the management, and has had his eye on the programme for these many days. Roloff will trim the "barn" into something like beauty; and for the rest the uniforms of the wheelmen and the costumes of their partners in the dance will do their part. The Orchestral Club will give a concert from 7.30 P.M. till 9, when dancing will begin and last till about one o'clock. But at eight o'clock the "grand international grand march" will begin: Nanki-Poo in a Japanese go-cart, Hoop-la in a Chinese chair, Paddy with his useful unicycle, John Bull in an English "mount," and representatives in correct costumes from the host of natives on their special vehicles, buggy wheels and all, will circle in jolly procession around the hall. "Not a nation will be slighted by the boys," says the originator; "there will be no invidious partiality." Willie Haradon will do some fancy riding. Then the lights will be turned down and a squad of eight bicyclers in Mephistophelian costume, with wheels lighted and with phosphorus and blazing torches, will give the weird "demon drill." That over, the biggest half-hour's fun ever seen on a bicycle, will follow on the "trick-mule" bicycle; an antediluvian, iron-spoked "bone-shaker." "Whoever misses it will spend the year in remorse and regret," the manager says again. It is docile, and can be ridden if rightly handled, but it is an uncertain "mount" to the inexperienced. A rider may start nicely, but in a moment the machine will hump up its back, and he takes a "header"; or it will lie down with him. The lucky man who rides it three times around the hall will have a gold watch as a trophy, he who rides twice around, a silver watch, and he who rides it once around, a gold-headed cane. The machine has provoked endless amusement

at the Newark (N. J.) rink, where alone it has been exhibited. In forceful idiom, "it is more fun than a goat." The tickets to the ball will be limited to 1,500 this year as last, which limitation has been found necessary, and the lucky ones must be on hand early. — *Republican*.

CURRENTE CALAMO

Adapted.

As it may sometime happen that a victim must be found,

I've got a little list, I've got a little list.

Of cycling malefactors who might well be underground,
And who never would be missed, who never would be missed.

There's the skating-racer nuisance, rolling round and round a court,

I've got him on the list, I've got him on the list.

And the wheelmen who pretend to like such milk-and-water sport.

I've got them on the list, I've got them on the list.

There's the villain who in driving tried to cover all the street,

And run the timid rider underneath his horse's feet;

The statesmen who would chain us down with medieval laws,

And make us wear a cap and bells for no apparent cause;

The fiends who get up carnivals and candle-light parades,

And make us targets for the roughs, the guys of all the maids,

I've got 'em on the list, I've got 'em on the list.

The fellows who on trying other fellow's wheels insist,

I've got 'em on the list, I've got 'em on the list,

And the gentle record-breaker, breaking records by the grist,

I've got him on the list, I've got him on the list.

The ones who talks of gearing up, or else of gearing down,

I've got him on the list, I've got him on the list.

The "scorching" individual, who often does us brown.

I've got him on the list, I've got him on the list.

The guileless maker's amateurs, who never ride for gold,
The manufacturers who pay them (as we don't need to be told),

The editors of cycling sheets, which don't amount to shooks,

Who thinks one kitchen needs unnumbered multitudes of cooks.

All evil ones, who seek by means of treason and intrigue,

To cause misunderstanding and confusion in the League.

I've got 'em on the list, I've got 'em on the list.
And they never — well, very seldom — would be missed
Nay, I'm sure they'd not be missed.

PEDALS.

OUR record number.

HAVE we got you on the list?

THE Racing Board has accepted the Ives records made at Springfield in October last.

THE Whittaker records made at St. Louis on a board track have been rejected, the officials being insufficient in number and otherwise unsatisfactory.

LONDON W. has been to Philadelphia but did n't meet Hal.

P. N. MYERS, of Covington, Ky., has been declared a professional by the Racing Board.

H. S. OWEN, of Washington, and C. K. ALLEY, of Buffalo, were visitors in the city last week.

MR. C. K. ALLEY has united with two Buffalo gentlemen, under the firm name of Fleming, Brewster & Alley, for the purpose of starting a first-class printing establishment in New York. They will print *Outing* for the publishers.

E. G. WHITNEY, ex-captain of the Boston division of the Big Four Tour, will manage a "personally conducted" down-east tour next June, and has already secured the names of a large number of his old Big Four comrades. The trip will be limited to twenty-five members, and will be run on Big Four principles.

THE Hyde Park Bicycle Club has become a bicycle club only in name, none of the members paying any attention to wheeling, but allowing yachting to occupy the leisure time. Some of the old riders are trying to form a club out of the new riders that sprang up last season.

THERE was a little contest the other day in the riding school of the Pope Manufacturing Co. A new bicycle was being tried, and it was important to get an opinion of its merits from those who direct the affairs of the company. Mr. Pratt was called up, but concluded he would n't ride. The by-standers tried their powers of persuasion, but it was of no use, they could n't get him to mount.

COUNT THE RECORDS in the TABLES PUBLISHED TO-DAY,

—AND SEE IF—

THE VICTOR BICYCLE

DOESN'T SCORE THE BIGGEST NUMBER.

GEO. M. HENDEE AND F. F. IVES MADE ALL THEIR RECORDS ON VICTORS.

The Colonel was sent for, and he also declined to mount it, but when they told him that his legal adviser could n't or wouldn't ride the wheel, the Colonel jumped on to it and rode about the rink amid the applause of the lookers-on. There's nothing like rivalry in sport. The Colonel enjoys his triumph more than any victory that he has ever achieved.

THAT the pleasures of the wheel are enjoyed by all classes and conditions of men, is evidenced by the fact that the Overman Wheel Co. has just received a very flattering testimonial letter from Prince David Kawanakoa of the Sandwich Islands. He rides a Victor bicycle, and writes to express his approval of it.

THE Vendome and New Marlboro' have been reappointed League hotels.

MYSELF to Agent: "Yes, the machine is cheap, but a Coventry firm offers me eighteen months' time to pay."

Agent: "Only eighteen months? They're trying to swindle you."

Myself: "What time can your house give?"

Agent: "Four years are our usual terms, but I'll tell you what I'll do. You give me an order, and if the account is not paid in thirty days, I'll take ten per cent off; if not paid in sixty days, twenty per cent off; and if not paid in ninety days, thirty per cent off."

Myself: "And if not paid in four months?"

Agent: "Then I'll wipe the account off the books altogether, and send you a framed photograph of our monster establishment. No firm shall do business in this place while the representative of Alexander Rockbottom & Co. is abroad."

—Times.

A CORRESPONDENT in the *Gazette*, who signs himself "Mugwump," makes a most laughable "wump" in our direction, and tries to convict us of inconsistency and double-dealing. But he does n't make a very good "wump," for he takes what he assumes to be our opinion at the present time, and contrasts it with what he thinks we thought some time ago. As he is wrong in both instances, it would be idle to reply to him.

W. W. STALL has the new Star on exhibition. It has many improvements over the machine of 1885.

W. B. EVERETT & Co. are also early in the field with the new Apollo.

THERE is an evident disposition on the part of the dealers to be early in the field.

THE Massachusetts Club dined in *camarilla* at Young's, on Tuesday evening. When coffee and cigars were reached, President Williams called the assembly to order, and made a brief address, introducing many statistics of the riding records last year. President Williams' report was followed by long addresses from a large number of the members. A. S. Parsons told of the past history of the club. Colonel Pope had much that was interesting to tell about. Other addresses were made by W. S. Slocum, A. D. Peck, E. F. Meyers, C. R. Dodge, G. R. Bidwell, E. W. Pope, L. F. Deland, C. R. McGee, and A. E. Pattison. Each address was in response to an aptly-worded toast, and all were in a happy vein.

RACING NEWS

MINNEAPOLIS, MINN., 25 January 1886. — The great six-day bicycle race started at the Washington rink this morning. The men who faced the starter and referee, Clarence W. Ryder, sporting editor of the *Minneapolis Tribune*, were: T. W. Eck, Aurora, Can.; T. M. Hardwick, "The Kansas Cowboy," Galena, Kan.; J. W. Snyder, Faribault, Minn.; Fred Shaw, Mitchell, Dak.; William M. Woodside, and Albert Shock of Chicago. Mlle. Louise Armaindo decided not to start, as she was not in condition. The men drew position in the order named, and made the start at 10.30 A. M., the race to be twelve hours per day. The lady is to give five and ten mile exhibition rides afternoon and evening of each day, for a handsome purse made up by the winners. Woodside and Eck rode fast for fifty miles, when the latter was obliged to withdraw on account of a sprained ankle. Woody still kept up the pace, however, and held the lead to one hundred and ten miles before he left the track, when he had been about six hours in the saddle. He made two rests of a total time of about twenty-five minutes.

All the riders are in good condition, except Eck, who will probably not start again. The score for the twelve hours was: Woodside, 175 miles; Shock, 167 miles; Snyder, 150 miles; Shaw, 136 miles; Hardwick, 119 miles; and Eck, 100 miles.

NASHVILLE, TENN. — In lieu of their regular Tuesday social meeting, the Nashville Bicycle Club held, on the 19th inst., a home trainer race at its club-

rooms on Summer street. A large number of invited guests were present to enjoy the sport, and many an animated discussion was waged as to who would be the probable winners. The Columbia trainer, with a cyclometer attached, was only placed in the rooms the day before, so the machine was a stranger to the contestants, and hence the slow time made. Six handsome bronze medals and three cyclists' accessories constituted the prizes.

The first event was a two-mile dash, won by E. D. Fisher in 4.48; E. A. Coles second, time 5.22; Bowman Duncan third, time 5.23.

The second event, one-mile dash, was won by E. D. Fisher in 2.11; J. B. Burdett second, time 2.13; Clarence Duncan third, time 2.25.

The last event, half mile, was won by J. B. Burdett in 1.03; Clarence Duncan second, time 1.03½; Jo. Gibson third, time 1.08.

The members intend to get in good practice on the trainer, and will hold another race at an early date, when a novel innovation will be introduced in the way of prizes.

MUSKEGON, MICH. — The first of a series of bicycle races between Will Watson and Chas. Cunningham for a purse and the championship of Muskegon, took place at the Vineyard Rink, 16 January, Watson winning by half a lap.

MINNEAPOLIS, MINN. — Louise Armaindo and Fred Shaw rode a twenty-six hour race, at the Washington Rink, Minneapolis, commencing the evening of the 16th, the result being an easy victory for Armaindo. Shaw suffered from cramps after the first hour, and Louise, having things all her own way, took it comparatively easy, the final scores being: Armaindo, 182 miles; Shaw, 162 miles.

WHEEL CLUB DOINGS

AND now the Maverick Wheel Club, of East Boston, has voted to join the L. A. W. The local clubs are all going it, but the rules of the League will put them down at the foot of the line. Very well! The host should let the guest precede him.

DETROIT, MICH. — The following were elected officers of the Detroit Bicycle Club for the ensuing year at the last meeting: President, B. J. Holcombe;

Know all men by these presents

That I, James A. R. Underwood, of Boston, in the County of Suffolk and Commonwealth of Massachusetts, am the sole licensee of the Pope Manufacturing Co. of said Boston, to import and sell in the United States the Quadrant Tricycle and the Rover Safety Bicycle, and that I am the true and lawful attorney of the Quadrant Tricycle Company, of Birmingham, England, to prosecute to the full extent of the law any and all infringers of United States Letters Patent No. 259,257, and known as the Quadrant Patent, and that the public is hereby informed and given notice that I intend to prosecute all persons who make, sell, offer for sale, or use in the United States any tricycle or other velocipede which is an infringement of said Quadrant Patent. And I further inform and give notice to the public that tricycles containing the Quadrant Front Steering Wheel, other than those made by said Quadrant Bicycle Company, are, to the best of my information and belief, infringements of the Quadrant patent, and that makers in England have been notified not to manufacture or sell said machines, and that dealers and makers in the United States have been and are hereby notified not to manufacture, import, sell, offer for sale or use within the United States any machines which are infringements of said Quadrant Patent. In witness whereof I have hereunto set my hand and seal this twenty-third day of January, A. D. 1886.

(Signed) JAMES A. R. UNDERWOOD. (L. S.)

SUFFOLK, SS

BOSTON, Jan. 23, 1886.

Then personally appeared the above named James A. R. Underwood, and made oath that the above statement, subscribed to by him, is true to the best of his information and belief.

Before me,

THOMAS DEAN, *Justice of the Peace.*

vice-president, C. D. Hastings; secretary, A. F. Peck; captain, H. M. Snow; first lieutenant, J. H. Ames; second lieutenant, A. S. Bowlby; bugler, W. E. Knapman; standard bearer, B. F. Noyes.

SCRANTON, PA., 14 January. — The Scranton Bicycle Club gave an entertainment at the Lackawanna rink this evening. The exercises consisted of a slow race, which was won by Mr. Parrott, fancy riding by N. E. Kaufman, acrobatic exercises by the Lintner Brothers, fancy riding by John W. McCanney, exhibition drill by the club, a polo contest on bicycles, and an obstacle race which J. R. Schlager won. Dancing wound up the festivities.

FLORENCE, MASS. — The Florence Cycle Club's Masquerade was a success, there being more masks and a larger crowd than has been seen in Florence before. Every one had an enjoyable time, and the club has every encouragement to go on with their series of dances, etc. A race meet or tournament next year, *a la* Springfield in miniature, has been talked of for some time, it having been decided last fall to give something of that sort on the 5 July, so as to rather pave the way for the larger ones.

MANCHESTER-BY-THE-SEA, MASS. — The Conomo Bicycle Club was organized at Manchester-by-the-Sea, Friday evening, 22 January, with the following officers: President, C. A. Collins; vice-

president, H. L. Winchester; secretary-treasurer, A. L. Churchill; captain, Louis Latons; first lieutenant, Frank Lamasney; second lieutenant, A. L. Churchill; club committee, C. A. Collins, Louis Latons, H. L. Winchester.

BOSTON. — An athletic entertainment was held at the Massachusetts Club-house on Saturday evening last. Mr. E. J. Ethier went through a large number of evolutions with the Indian clubs. The German turners followed with a fine exhibition of their specialties on the parallel bars, under the leadership of Prof. Eberhard. There were five bouts of sparring. Carnes and Ethier, the lightweights, were amusing as well as interesting. Ethier also faced J. T. Williams, and the two had a clever set-to. The others were Bangs and Osgood, who were well mated, and gave an excellent bout; Roche and Clark, Russell and Austin, Messrs. Stoddard and J. T. Williams and Powell and Richards handled the foils in creditable style. Messrs. Slocum and Myers indulged in one of their remarkable bouts in fencing with the single stick. On 5 February there will be a fine dramatic entertainment at the club-house, and on 12 February there will be a bowling tournament; on 26 February there will be a home trainer race, open to all amateurs. Entries free, and may be made to A. D. Peck, Jr., 152 Newbury street, at any time before 24 February. First prize, a pair of ball pedals, worth

\$13; second prize, a king of the road lamp, worth \$8 00; or, at the option of the winners, the above values in any bicycle goods.

MILWAUKEE, WIS. — At the annual election of the Milwaukee wheelmen, the following officers were chosen for the ensuing year: President, W. L. Simonds; vice-president, Charles Wood; secretary and treasurer, H. P. Andrae; captain, Fred J. Schroeder; first lieutenant, W. C. Wegner; second lieutenant and bugler, Leo Dorsch. It was decided to adopt a new uniform for the ensuing season. The club is in a flourishing condition, possessing twenty-four members, and expects to increase to double that number before the close of the season of 1886.

BRIDGEPORT, CONN. — The Pequonnock Wheel Club have received and accepted an invitation from the Elm City Bicycle Club, of New Haven, to attend their reception, 19 January.

THE fourth annual ball of the Greenfield Bicycle Club will be given 29 January. Russell's orchestra will provide the music.

THE Cambridge Club is getting up a series of home trainer races.

SPRINGFIELD, MASS., 21 January. — The annual meeting of the Springfield Bicycle Club was held at the club rooms to-night, and was largely attended. These officers were elected: Secretary, Sanford Lawton; treasurer, W. C.

Marsh; directors, W. C. Marsh, H. E. Ducker, F. E. Ripley, W. H. Silvey, Sanford Lawton; captain, A. O. McGarrett; first lieutenant, E. F. Leonard; second lieutenant, F. A. Eldred; bugler, A. H. R. Foss; color bearer, C. H. Miller; surgeon, Dr. H. E. Rice. The reports of the secretary, treasurer, and captain were read and accepted, and it was decided to take the Winthrop Club rooms 1 April. The annual ball will be held at City Hall, 22 February. A minstrel entertainment will be held at the Opera House early in March. The new club rooms will be dedicated 1 April, with ladies' night to come two weeks afterwards. The club was never in a more promising or prosperous condition.

JACKSON, MICH.—The Jackson Bicycle Club organized 7 January, electing B. A. Webster, president, and M. Jay Moore, secretary and treasurer. They are members of the L. A. W., and start under very favorable circumstances, having fifteen members. This is the first organization of its kind in Jackson. T. W. Walker, of the club, leaves 1 February for the old country, and will make a tour of England, Scotland, and France on his wheel. He expects to be gone six months.

NEW HAVEN.—Saturday evening, 23 January, occurred the sixth annual meeting of the New Haven Bicycle Club. The meeting was held at Downs' restaurant, and after a very short business meeting, the members present, Stephen Terry, vice-president of the L. A. W., and Arthur Wells, of the Connecticut Bicycle Club, both of Hartford, the "B" Quartette, and a few other invited guests, partook of a bountiful dinner in commemoration of the birth of the club. Toasts were given and responded to between the courses, ex-Treasurer W. H. Thomas acting as toastmaster. Short speeches in response to toasts were made by Stephen Terry and Arthur Wells, of Hartford, and President Wm. M. Frisbie, Capt. W. H. Hale, John H. Whiting, Dr. G. M. Bush, and Theodore H. Macdonald. It was nearly 1 A. M. before the last story had been told and the party separated.

The following are the officers elect for 1886: President, Wm. M. Frisbie; secretary, Henry W. Redfield; treasurer and captain, Wm. H. Hale; first lieutenant, A. N. Welton; second lieutenant, Wm. L. Peck; member club committee, J. C. Thompson.

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Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: H. V. Brundage, 138 Water street, Newburgh, N. Y.; W. G. Saxton, 92 W. Tuscarawas street, Canton, Ohio; Chas. Platt, 10 East 62d street, New York City.

APPOINTMENTS.—Consul for Newburgh, N. Y., J. T. Joslin, Newburgh, N. Y.; consul for Springfield, Mass., F. E. Ripley, 28 Boylston street, Springfield, Mass.

TO CORRESPONDENTS

G. N. OSBORNE. Thanks for paper.

E. D. FISHER. Thanks for your kind favor.

L. H. PORTER. It was sent to you. If you have not received it when you get this, postal us and we will send another.

J. S. DODSON and others. Crowded out. Will use next week.

W. A. Yon are right. Cripps' records were not made in competition.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—Bicycles and tricycles, shopworn and second hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

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Led the Wise Men of Old.

OUR STAR

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See Record Tables,

and notice that we take all the

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Disreputable parties are in some instances copying our patented devices. If riders who notice such cases will notify us, we will consider it a favor. While the merit of our devices is proclaimed by those who try to steal them, we prefer the "ounce of prevention" to the "pound of cure."

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A Winter Wheel 'Neath Summer Skies.

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The party will leave New York 2 March for a twenty-days' tour to this delightful spot. For illustrated guide and further information, address, enclosing stamp,

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The new model Victor Bicycle will be on exhibition Feb. 15.

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❧ AMATEUR. ❧

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[Excepting 3-4 and 1 Mile.]

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4 to 10 - - - and - 21 to 43 Miles.

*Examine the Table of Records printed in this paper,
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BEST RECORDS

are held by riders of COLUMBIAS.

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BOSTON, 5 FEB., 1886.

Volume XII.
Number 14.



WHY DOES JAMES STOP SO QUICKLY?

IS IT BECAUSE HE IS TIRED?

O NO, IT IS NOT BECAUSE HE IS TIRED.

BUT BECAUSE HIS TIRE IS TIRED

IS IT A VICTOR COMPRESSED TIRE? O NO, IT IS NOT A VICTOR COMPRESSED TIRE, IT IS A STRETCHED CEMENTED TIRE.

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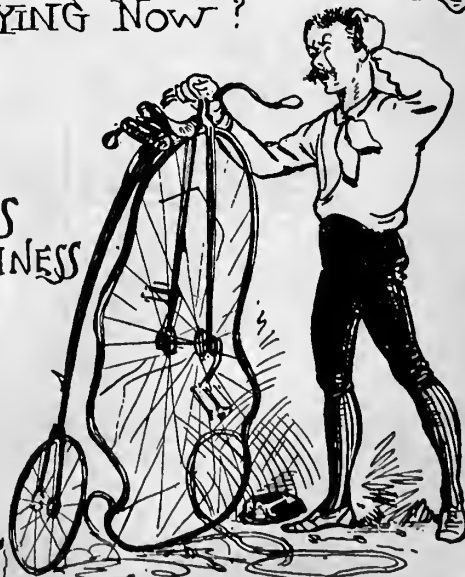
JAMES IS SAYING, AIAS! AIAS!

HAD I A COMPRESSED TIRE, I WOULD BE RIDING NOW. INSTEAD OF

GAZING RUEFULLY AT MY USELESS MACHINE, AND REGRETTING MY FOOLISHNESS IN NOT GETTING THE BEST AT FIRST.

THIS SHOULD TEACH US THE FOLLY OF DISREGARDING WORDS OF WISDOM UNTIL BY SAD MISFORTUNE WE ARE OBLIGED TO PAY HEED

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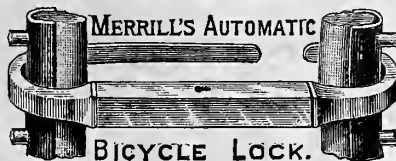
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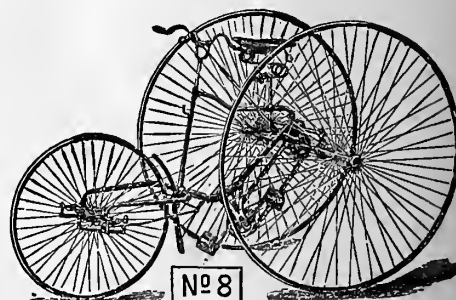


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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 5 FEB., 1886.

EDITOR AARON is after his exchanges with a very sharp stick, because, forsooth, they take official announcements from the *Bulletin* without giving credit. Now we do not care to justify literary piracy, but we are not a little surprised that our good brother does not say,—"Help yourself freely, and spread the good news abroad." It is a patent fact that it is only the fresh young editors that make a to-do about the stealing from their columns, for the veterans do not bother themselves about the ownership of an item after it has seen the light in their columns. Items of news are always public property after they have been published, and journalistic courtesy calls for no more than a rewriting of a news item,

or the putting of it in a different way. With special articles or editorial matter it is different. There can be no good excuse for taking these without giving credit. We are speaking now of the etiquette of the press, and it seems to us that the *Bulletin* does not, or should not, come into the category. The League is not in the newspaper business to achieve triumphs in newspaper enterprise, and there is no great enterprise shown in the procuring of official announcements which must come to its columns in the natural course of the League business. It would be good policy for the League to send its official notices to all the cycling papers as well as the *Bulletin*, but since they are not disposed to take this step, they should at least offer no hindrance to such use of the announcements as the cycling press is disposed to make. Not all the wheelmen are members of the League, and it can do that body no harm to let the outside multitude know what it is doing. Mr. Aaron did not prod us with his sharp stick, and we are not on the defensive in what we say, but we do not believe in his policy, and our advice to him is to hang out a banner which shall proclaim the matter in the *Bulletin* to be public property.

Through Cyclonia.

YES, that's it,—Cyclonia. Where else could one find himself in such an environment of cycles as he will discover about him in a tour among the cycling depots of Boston? We have been around this week to see the dealers. Rumors of new wheels and new features of every kind came to our ears, and it was reported that this or that maker had his machines for 1886 on exhibition. We found very few new wheels, though nearly every dealer had an outline of his campaign for 1886, and could tell us what the new machines would be like. In the bicycle there will be many important changes which have been dictated by the experience of the past, and though these are in what may seem to be minor details, they are the trifles that lead up to perfection.

WM. READ & SONS

have not got their new machines on view yet, and are not quite ready to make announcements. They will have an improved Royal Mail bicycle, which will have a new detachable handle-bar among other things, and in addition to the Royal Mail tricycle, they will offer one of the bar-steerer, three-track patterns. They will also handle the Kangaroo as of old.

COVENTRY MACHINISTS' COMPANY.

It is always gratifying to look in at 239

Columbus Avenue, for it is a little gem of a place, and Mr. Gaskell always has it in apple-pie order, and neatness rules supreme. The method of lighting from above and on one side makes the machines show to very good advantage. Mr. Gaskell showed us the new Marlboro Club which follows the lines of the Crippler. The automatic steering is arranged on the same principle as that of the Crippler, though it is lower down on the frontal bone, taking the place of the spring on that machine, while the spring is concealed by a sleeve at the point where the V is on the Crippler. The brake is a foot or hand brake, as the purchaser elects. The wheels are forty and twenty, and the saddle adjusts as in the ordinary tricycle. The lady's form of this machine will have a joint in the frontal bone that will allow it to be turned around so that the mount can be easily accomplished. The Marlboro Club tandem will be made on the same lines as the single machine, and can be converted to a tandem by taking the saddle post out, and putting a post with a double seat on it in its place; and another tandem can be made by inserting a part on which a lady can ride. The Ranelagh for 1886 will have automatic steering, and a hand brake as well as the foot brake. The machine will have the large front wheel that made it so popular last season.

In the way of bicycles, the company will make the same machines as last year. The higher grade wheels will have the new style of spoke, which is screwed directly into the hub, but is made to cross twice before reaching the rim. Mr. Gaskell showed us a new stand which he has just made. It is very simple, being an upright tube with a broad base. Running in the tube is a post, which can be secured to the crank, and this holds the machine securely.

OVERMAN WHEEL COMPANY.

Mr. Overman tells us that he has a very large quantity of machines standing ready for delivery in the spring, and when the new store is opened he will be ready to fill all orders. The store warming will take place about the 15th instant, and the company will be well situated for business, and as beautifully housed as any concern in the city. The new Victor bicycle will contain many of the leading features of the 1885 machine, and a number of important improvements will be introduced. The same style of spoke will be used, but the nipple will be longer, and tapered for appearance sake. The rim will be shallower, the pedal will have the square rubbers, but the rubber will be improved in quality, and reduced in weight. The fork is flatter with a sharper edge. The bar will be hollow and curved, and a heavier tubing than last year's will be used. This bar will be tapered and squared off at the ends, and the squared off portion will be fitted into a corresponding hole in a solid vulcanite handle, and secured by a screw at the end. No thimble will be used at the

base of the handle. The handle-bar fits over the head, and is secured in place by a bolt in a squeeze joint, and further by a lock nut on the bolt which fits over the centre. This location of the bar carries it back an inch from its position in 1885. A long taper split check nut screws down on to the centre from above. The shield is provided with an oil hole, which makes it an easy matter to oil the lower centre. A new form of reinforcement will be used in the neck of the rear fork, and the back wheel bearing will be so improved that it will be noiseless. A detachable step is a new departure, and a good one. The saddle will be the same as last year, except that its shape will be somewhat changed, and a coil spring will connect it with the head. Under the leather will be a handy pair of loops to hold a wrench. Pear or gimlet handles will be furnished as desired. A very important improvement will be made in the tire. On the under side of this will be a hole running the entire length of the tire, and this will promote its elasticity to a remarkable degree, for it will allow it to give in a place that is generally made rigid by being cramped in the rim. The machine will scale a few pounds lighter than that of 1885.

W. W. STALL

has the Star of 1886 on the floor, and it is attracting a good deal of attention from the lovers of this machine. It has solid hubs in one piece. The old hub was in three pieces. In the end of the axle is a left-handed screw which fits into and locks the nut at that place. A new step, oblong instead of round, gives a larger foot rest and comes closer to the hub. The best English tubing is used throughout. The front bar is of tubing, and the front wheel has a semi-hollow fork, which is forged steel. Instead of welding the fork to the bar, the company now braze it. The bar is of the cow-horn pattern dropped vertically. The frame is largely tubular, and the levers are hollow. The rear stay is solid, the middle stay is one half in. hollow tubing, the fore-and-aft stay is elliptical tubing forged from a five-eighth in. tube. The drop stay is reduced in size. A double-lever brake like that of the ordinary machine will be applied. It will have a new adjustable ring connection to allow for the swivelling of the handles. The machine scales forty-five pounds. The finish will be a finely polished enamel. Mr. Stall will make a specialty of building machines to order the coming season, and he has now under way a very light tricycle of the Crippler form, which will be ridden by Mrs. Stall, and an "Adjunct" which can be applied to any tricycle to convert it into a tandem. He is prepared to build anything in the form of a bicycle or tricycle.

W. B. EVERETT & Co.

promise many new things in the way of three-wheelers. The Apollo bicycle with the new detachable handle-bar will

be the leading two-wheeler, and not many changes will be made in it. In the way of tricycles, a new Crippler form will be put on the market. This is modelled after the Cunard, but it is a decidedly better machine. It has a T frame, with a horizontal tube running to the little wheel, and a drop tube to carry chain gearing and cranks. The cross tube is supported on the axle by four ball bearings. The gear is in the centre. By adjusting the outer bearings on the axles, the inner bearing is adjusted as well, and thus there are but two adjustments necessary, though there are four bearings. The wheels are forty and twenty-two. The steering is automatic, and there is a foot and a hand brake. The Springfield tandem will have a front like the single with the bar steering. It will run on three wheels, and have the patent axle and the four bearings. Messrs. Everett & Co. have just fitted up a first-class repair shop, where all kind of repairing will be attended to.

STODDARD, LOVERING & Co.

announce that they will make few if any changes in their Rudge bicycles the present year. They claim that they perfected the wheels last year, and consider them thoroughly reliable in their present form. They will introduce a new tricycle, to be called the Crescent, which will have a large front wheel and bar steering, and they will also have a safety of the Rover type. For a tandem they will have the genuine Humber with the latest improvements, and the Rudge Safety will be with them a leading wheel. Mr. Corey is getting out a little pamphlet giving instructions to agents in the art of selling machines. It will be a most useful book, for it contains many valuable hints.

The *Cyclist*, in its issue of 20 January says: "We last week inspected a 'Bicyclette,' built for Mr. H. D. Corey. From the look of the machine we fancy he will do a big performance on it." This we take to be Rudge's new safety. The Rover bicycle is very similar to the Bicyclette, which was brought out as a safety machine by Rudge & Co. several years ago, and the success of the Rover has probably led them to resume the manufacture of the Bicyclette, with some important improvements. R. Chambers has been riding it on the road for some time past, and speaks highly of its going powers.

THE POPE MANUFACTURING COMPANY

is not ready to announce the new machines for 1886. There will be some improvements in the Expert, and at least one new tricycle. The tricycle will be of the two-track kind, and will be built light for ladies' use. A handle-bar steerer, similar to the racer of last year, and on the lines of the Ranelagh, will be made, but it will not appear in the catalogue, and but few will be put out. The Kirkpatrick saddle will be among the products of the company, and a new saddle, called the "Knous Adjustable Saddle,"

will be introduced. The new double grip pedal will be furnished if ordered. This has rubbers which are cut out on the sides, making a section look like a four-pointed star. We shall announce further new features in a very short time.

J. A. R. UNDERWOOD

is on the outskirts of Cyclonia, but a horse-car will take one to his door, and, being there, it will pay one to take a long look at his two machines. These are the Quadrant tricycle and the Rover bicycle. The Quadrant will be greatly strengthened for the coming season, and several minor changes will be made. The new slides will be applied to all the machines. Mr. J. S. Dean has received the first Rover, and has left it at this office, where it may be seen by all who wish so to do. It looks to be an easy rider, and a fast one as well.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The Star.

Editor Bicycling World: — As a "Star man," permit me to say a few words to "Inquirer," and to tell him "where the American Star is."

1. The inability to back pedal confuses a rider of other machines at first; but after a short time, he learns that the brake is reliable and will not throw him. I have descended Corey Hill, stopping on the steepest pitch. Then I mounted and resumed my coast. The descent was safely accomplished in six minutes (exclusive of stop, which was experimental). Still I should not venture down so steep a hill if the roadway were slippery or greasy with mud, as in that case no tire brake can be depended on.

2. My machines, 51S of 1883 and 1885, weigh the same, sixty-six and a half pounds, but the silent one is by far the stronger. A light roadster of the same size will scale about fifty-four pounds.

3. It is easy to climb hills with a Star; but of course practice is required. Pressey has climbed Corey a dozen or more times, and has, in fact, never failed in any of his attempts.

Mr. W. W. Stall is the present record holder, having made the ascent on a 54 roadster Star in 3.24½. Mr. C. H. Townsend, in the same contest, "got there" in 4.54½, and his victory was the more remarkable from the fact that he had never before seen the hill. Just previous to the last Springfield tournament, in company with my partner, Mr. Geo. L. Weiss, also a Star man, I visited the hill. Mr. W. rode nearly to the top with a 54 Star, weighing fifty-seven pounds. He lacked only one hundred

THE CYCLE MANIA.

(A PEEP INTO THE FUTURE.)

IN THREE PARTS. — PART I.



Indignant Cabby: "D'ye think I'm a-going to trike yer from Hy' Park Corner to Pentonwill' for eightin pence? Why, it won't pay for the ile!"



Derby Day. — *Knowing Individual:* "You take my tip, and don't put any money on him. The nobblers have been at his off hind wheel, and he's bound to smash up."

From *Funny Folks' Annual*.

and ten yards of reaching the summit, and had he known the hill, he could have climbed it, but he had never before seen it.

4. Is a difficult question to answer; but if "Inquirer" will give me a few of his personal dimensions, I shall take great pleasure in replying. For an average man of five feet eight inches, weighing ten and a half stone, a 48-in. light roadster weighing fifty pounds would be just the thing. My machine is as I have stated; a sixty-six and a half pound, 51. My weight is twelve and a half stone. That machine has carried me 2,340 miles, over all sorts of roads, without loosening a spoke. In fact, the machine is as true to-day as it was when new, with the exception of the small wheel, and that is out of true because I have practised polo. We are promised light roadsters of from forty-five to fifty pounds for this coming season, and a racer of 32 pounds has just been completed. Previous racers have always been forty or over. In conclusion, I would state that "Inquirer" has overlooked the Boston Club's road race of 5 Oct. 1885, intended to have been one hundred miles. Geo. E. Weber on a light roadster Star 54, made the distance in 6.57, but owing to the fact that the course proved to be three miles short, no record could be allowed. He was, however, ten minutes ahead of the second man, Mr. F. F. Ives, on an ordinary.

And now if these remarks are suitable, let them appear in the WORLD, that

"Inquirer" may see "Where the Star is."

JAMES S. DODSON.

BETHLEHEM, PA., 19 Jan. 1885.

Fred. Jenkins Resigns.

Editor Bicycling World: — Will you kindly state in the next issue of your valuable journal that on 1 Feb. I resigned my position as managing editor of the *Wheel*, and severed my connection with that journal.

FRED. JENKINS.

NEW YORK, 30 Jan. 1886.

The Solution.

Editor Bicycling World: — In reply to G. R. J.'s sad case in the WORLD of 22 Jan., tell him not to worry about his legs; for if he becomes split up much farther, he can have consolation in the fact that he will not have to wear a vest.

"KOM."

Slipping Chains.

Editor Bicycling World: — In your issue of 22 Jan. there appeared an article on the "Sparkbrook Tandem," in which it was stated that the gear chains of the "Humber" were known to have slipped. As writer of the article, I should have stated the circumstances under which this occurred. The chains had been slackened as an experiment, and while climbing the steep hill up Orange mountain, through Llewellyn Park, one of them slipped; but the chains were afterwards properly tightened, and the slipping has not occurred

again. I would further add that I had no intention of accusing 5,678 of wilful misrepresentation in his previous article on tandems.

WM. D. MCCOY.

ORANGE, 28 Jan. 1886.

The Star.

Editor Bicycling World: — As a partial reply to "Inquirer," let me state my experience with the American Star. The steepest gradient on Corey Hill is 1 in 7.85 feet, on our Harleigh Hill 1 in 7.2, or slightly steeper. This hill I never walk down, though I pass over it several times each week during the riding season.

The hill is half a mile long, the steepest grade being at the top. I ride up just as far as the ordinary riders, though I generally take a slower pace; having no dead-centres to overcome by momentum, and riding a wheel *without* power-traps. But I have descended worse hills than this; not to show off, but because I prefer riding to walking. I have ridden down cow-paths full of stones, where steering-bar appeared to be perpendicular. Though my hands have tired holding, the brake has never failed me. Mine, too, is the old style rear-spooned brake, which puts a bending strain on front brace, and may have necessitated the perpendicular stay of the frame.

The new front spoon brake must be stiffer, as the strain when applied is in the direction of the front brace, and I

should think the stay-rod might be omitted again. Ordinary riders say it is easier to pull the little wheel over an obstacle, than it is to push it. We say it is easier still to *lift* it over; but as there are many Star riders who set their saddles too far front for this, I think a larger front wheel would meet with favor. The success of the Rover is largely due to the size of its front wheel. I believe a Pony Star with 24-inch front wheel would give the most satisfaction on the road, and I have ridden 48, 51, and 42 in. Stars. The Pony is light, strong, and easy, as compared with the larger sizes. You sacrifice appearance when you ride any *small* wheel; so why not enlarge your front wheel for comfort, and incidentally additional safety on what is already the safest bicycle made? A perfect hygienic, or some other *As* saddle, is a *sine qua non* of the Pony. "Simplicity is a virtue," remember. Discard power traps, rocking pedals, and all accessories that add weight. Where? "Oh, where" is the ordinary back pedaller when he slips his pedal?

JAMES A. CHASE.

HAZLETON, PA., 18 Jan. 1886.

Shady Amateurs.

Editor Bicycling World:—Your statement that dealers and manufacturers of bicycles have entered into some agreement respecting "makers' amateurs," viz. that "each dealer should not interfere with the riders of another maker," does not go far enough. Dealers should take action to *entirely stop* the rapidly increasing custom of giving and loaning wheels and making presents to prominent wheelmen, who in return agree to ride their make and exert themselves to procure purchases; in reality becoming "drummers" under the guise of friendship. The following article in the *Globe* well states the case:—

While the bicycle dealers are confidently expecting a large trade, several important features have entered into the business which are far from commendable. One of these is the "makers' amateur," who is really no better than a professional in heart and in spirit, veiled by another name. If a young man wants to secure profitable employment around any of the larger cities which have a bicycle agency, he gets himself into good shape, then goes to a manufacturer and asks him what he will pay a man to ride his machine. In order not to lose caste with his fellow-clubmen, he will not accept money for his services, but will take a present from the manufacturer, and after doing the record on this manufacturers' machine which is advertised, this same young man will oftentimes go to another manufacturer and offer his services to beat his former record. When this is done, the young man receives another present, and the last manufacturer advertises his records and loudly cries that his machines are superior to all others.

A number of Boston dealers have been beaten in this way.

The proper way is for wheelmen themselves to protest against it, and thus pass reproof on their associate, who, under the guise of friendly advice, endeavors to secure orders for the wheel he is riding, and which he procured at less price than he advises his fellow wheelmen to pay. Well enough for an agent or dealer, as it is their business; but for a wheelman who is not in the trade, and who does not

show his colors, but goes among his club men advising them to buy the wheel he is riding, because he has had one given to him, or has had some advantage, is a breach of friendship and club faith. Let each club pass a formal protest, and show their disapproval. It is a fact on inquiry that the number of begging amateurs who promise dealers to help sales is on the increase. Let it stop; or rather let wheelmen decide for themselves as to the merit of wheels when selecting their mount, rather than be influenced by these men who are looking for their own pockets. There are a number of good wheels in the market, and it is strange that one intending purchase should be misled by these drummers; also strange that the fact of some fast riding and records having been made on a particular wheel by a rider who could have done the same on *any other* first-class wheel should influence one in his purchase.

AMATEUR.

Random Pencillings.

It seems almost too bad that we cannot get three Indispensables a year, now that cycling has reached such a development. Then we would have a complete and convenient record of all the changes in wheels. The last "Bicyclist's Indispensable" was in 1882, and the last tricyclist's in 1884. The first "Safety Indispensable" was of course 1885. From a publisher's standpoint, however, it would not be wise. The financial question must decide, and it certainly would not pay. The introductory and explanatory matter is so similar for the three, that it would be foolish to triplicate it.

WHAT can we do to obtain an annual list? It would be very nice to have it all in one volume, with good binding, instead of paper covers, and get it yearly. But such a volume would cost, on this side, at least \$1.50, and that would be an objection to many. Very likely, too, the editor would object to it.

If one bound volume, containing all the details of machines that now appear in the three, is not feasible, I think it would be a good plan to put the Safety machines in with the other bicycles (where they really belong), thus making two volumes, instead of three, and issue them in alternate years. This ought to secure a good sale each year. A great many could be sold in this country, if the details were thus kept fresh, and they were well advertised.

THERE was only the "Safety Indispensable" last year, so I asked a correspondent to send me the 1885 "Tricyclist's Vade Mecum." It came in due time. I am glad to have it, for it contains some information not in the 1884 "Indispensable"; but it does not replace the "Indispensable." It has not the complete descriptions or the pithy "remarks" of the

other work. The comments are more general, the "constant repetition of technical details" being omitted. They, however, call attention to the fact "where deviation occurs from the standard patterns." The division is into "front-steering double drivers; rear-steering double-steerers; central drivers; single drivers; two-track machines," etc. This is rather peculiar, and not altogether satisfactory.

THE "Indispensable" is a splendid source of information; but wheelmen who don't read the cycling papers are not likely to know of it. I wish more riders did read the cycling press. I have hopes in the increase of the number, and I think that every reader should try to get non-subscribers to subscribe. It is for the good of cycling quite as much as for the good of the publisher. Every reader of a *good* wheel paper rides more intelligently and more enthusiastically, and the more intelligent and enthusiastic he is, the more converts he makes.

I MUST confess that I have been many times surprised at the scant cycling information that many wheelmen exhibit. Oftentimes they don't know how to do anything but oil their machines, and have no notion that they require any further care or adjustment. Then, there are so many that know nothing of the outside wheel world. They are so tiresomely provincial.

THE rising enthusiasm for the League that is showing itself so generally, will do good in many indirect ways. Some riders who have never read a wheel paper, will get their *Bulletin*, read it, have their interest awakened, and subscribe for another paper. Thus the League will help the best papers, as you recently remarked. I hope the wheel press will help the League toward a large membership this year. We certainly ought to pass the 10,000 mark, and I believe we will.

A LIVE paper is apt to have as a distinctive feature a good deal of correspondence. The interchange of ideas which results is interesting and sometimes amusing. Experiences are so different, and opinions so various, and every man cares far more for another's actual deeds than for any amount of theory. It is the correspondence in the *C. T. C. Gazette* which makes it so interesting.

I THINK there are some points in last year's cycling history in this country that have not been much touched. It seems to me that the 1885 chapter in that history contained three important events, and I mean to do a little toward recording them.

5,678.

The **RUDGE** Speaks for Itself.

In the recent 6 days' race in Minneapolis, Minn., Schock, the winner, rode a

54-inch American Rudge,

Woodside a 57-inch Columbia Light Roadster, and Snyder a 55-inch Light Roadster.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

New York Headquarters, **GEO. R. BIDWELL**, Nos. 2 and 4 E. 60th St., New York.

The American Twenty-Four-Hour Record was Broken on Nov. 20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which Stood the Test Without Weakening a Part.

A 57-INCH | APOLLO | Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

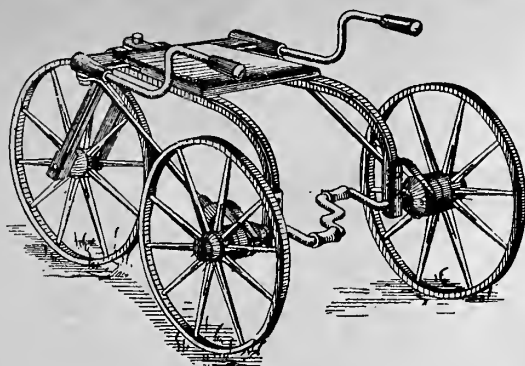
— ❧ THE ❧ —

“MARLBORO' CLUB.”

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.



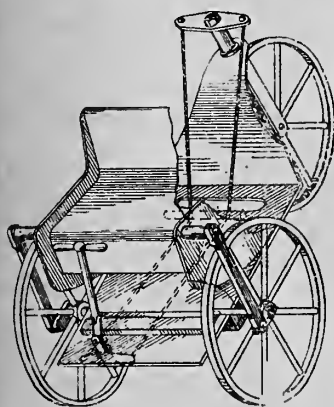
No. 27.

Peculiar Patents.*

Queer Concepts of Inventors regarding the Velocipede.

NUMBER SIX.

JUST a few queer velocipedes this week, and then we are done with the subject. We trust we have entertained if we have not instructed our readers, and it may be we have done some good in pointing out to would-be inventors the fate of ideas inconsistent with mechanical laws.

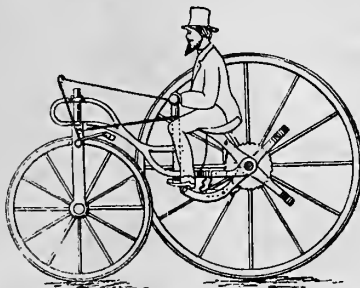


No. 24.

Cut No. 24 shows a tricycle, which was patented by A. Cooke in 1874. It is one of the many attempts to use the power of the rocking-chair. The inventor thus describes his patent:—

"My invention relates to pleasure vehicles, which are driven by the person riding therein by means of a rocking-seat, which is connected to the driving wheels by suitable mechanism, so that the rocking of the seat may propel the vehicle. I am aware that a pleasure vehicle has been driven by a chair, the rockers of which are secured rigidly at one point, and on which, as a fulcrum, the chair is vibrated. My improvements, however, consist, first, in connecting the arms of the seat directly with the driving wheels, by forming a projection on the arm to extend over the wheel, and attaching to this a connecting

rod, which is also connected directly with the wheel; second, in a peculiar arrangement for connecting the rocker with the body of the vehicle, whereby the seat may rock or roll forward and backward upon the rockers, instead of vibrating on a fixed fulcrum."



No. 25.

No. 25 was patented by George Lowden in 1869. The rear wheels are fast to the axle, and to the axle is fixed a ratchet wheel. "The motion is given the velocipede by working the pawls in the ratchet wheel, as the weight of the rider is thrown alternately upon the saddle and upon the foot-pieces. This operation gives him the motion and exercise of a horseback ride."



No. 26.

No. 26 was patented by A. Nielsen in 1869.

"The rider, sitting on the saddle-lever at the rear end, will vibrate that end downward, imparting a forward motion to the wheels, when the cranks are slightly in advance of the vertical line, and above the centre horizontally, and rising and

transferring his weight to the stirrups, when the cranks have finished the downward movement, will continue the motion by forcing the crank upward, as represented in the position shown in the drawing. The continuation of these movements keeps the machine in motion, and, in this way, a higher rate of speed may be obtained than when the power is applied wholly by the feet to the cranks, for, in this case, the whole power of the operator is applied, while in that it is divided."

A cut of No. 27 is shown at the head of this article. It was patented by N. S. C. Perkins in 1880. The rider sits on the platform and drives as in the ordinary tricycle. The handles at the sides steer the machine. By raising the one or the other, the wheel on that side is pushed around and the vehicle turns.

A New Crank.

THE new crank with adjustable throw is now perfected by the Surrey Machinists' Company, and promises to become very popular among riders who recognize the need for variable power, but do not care for the extra friction of a two-speed gear, nor consider two invariable powers sufficient. By using the "Invincible" crank, the throw can be varied over two inches' radius, viz. from five inches to seven inches; or if anybody should want a shorter or longer throw, they can be accommodated without increased complication. The great advantage of the arrangement under notice is that there is no intermediate point at which the crank is loose, but the pressure can be maintained on the pedals, and full speed kept up, whilst the throw is being altered; and the length of the crank can be adjusted to any desired position, utterly regardless of fixed points; so that, as mechanics recognize the one-thousandth part of an inch, we may say that these cranks can be adjusted in two thousand different positions. The mechanism by which this result is attained consists of a small cog-wheel on a crank boss, and a smaller cog-wheel on a sliding rod parallel to the crank, an eccentric in gear with them enabling a short arm (carrying the pedal) on the end of the crank to be fixed in any position between the two inches over which it varies. The eccentric works this cog-wheel arrangement automatically by the revolution of the crank, a rod in connection with a manual lever releasing or gripping the shifting parts. The weight is about 2½ lbs. *per pair* greater than a plain crank, and the increased tread is but trifling.—*News*.

Rev. S. G. BARNES, Ph.D., professor of English at Iowa College, sailed in the "City of Richmond," 23 January. He will make a six months' bicycle tour in southern Europe and Great Britain. Rev. Barnes will be remembered as the secretary of last year's clerical wheelmen's tour, and the author of interesting articles descriptive of that tour.

* For the facts used in these articles, and for the illustrations, we are indebted to the Overman Wheel Company, manufacturers of the Victor Cycles.

CORRENTE CALAMO

The Cycling Schoolmaster.

"COME here, my boy; hold up your head,
And look like a gentleman, Sir;
Now tell me what 's a bicyclist?
Describe it if you can, Sir."

"A bicyclist is fond of Meets,
And dotes on ham and eggs, Sir;
He 's always riding piggy-back,
With a veal between his 'egs, Sir."

"You 're right, my boy; hold up your head,
And look like a gentleman, Sir;
Now just describe a tricyclist, —
Just tell me if you can, Sir."

"A tricyclist no balance keeps,
And yet can draw a check, Sir;
He often brakes his balance gear,
To keep it safe from wreck, Sir."

"You 're right, my boy; hold up your head,
And look like a gentleman, Sir;
Just tell me what a tourist is?
Now tell me if you can, Sir."

"A tourist writes about his wrongs,
And rails 'gainst training home, Sir;
And though he loves not Popish ways,
He loves the road to roam, Sir."

"You 're right, my boy; hold up your head,
And look like a gentleman, Sir;
Now tell me what 's a racing man?
Just tell me if you can, Sir."

"A racing man keeps calm and cool
When scorching round a track, Sir;
He takes a roseate hue of life,
Although his path is black, Sir."

Cyclist.

Two months of winter gone. Soon the birds and the blossoms will be here.

AMONG the flowers that will bloom in the spring are the good resolutions that wheelmen are now making.

Now be prepared for the spring elections.

THE Cleveland Club will give two race meetings independent of its tournament, one on 30 May, and another on 4 July. Nearly all events of each will be open.

A. P. MERRILL, of Merrill's Bicycle Lock, is soon to come out with a surprise in the shape of a tricycle. Whether the surprise is to be agreeable or not, remains to be seen. It's claimed to be entirely unique. Wait.

AN invincible tandem racer has taken its place on the floor at the Columbia rooms.

MR. DEAN's Rover safety has been left at our office. All who desire to see the latest thing on rubbers are invited to call.

MR. A. BENSON, of Quincy, Mass., held the lucky ticket which drew a Quadrant tricycle that was raffled off in Boston last week.

THE Boston Club will take hold of the exhibition of wheels in Boston at the time of the meet. In our suggestion we mentioned the manufacturers, but it may

be better for the club to conduct the exhibition. It is contemplated to allow members of the League to enter free upon presentation of their League ticket, and to have an exhibition that will attract the general public as well as wheelmen.

Now that Mr. Dodge is about to retire from *Outing*, the country press announces that he has accepted the editorship of it. They will get around to his exodus some time next summer.

AND now the C. W. A. talks of a uniform.

TENNESSEE wheelmen met at Memphis, 18 Jan., and by vote decided to form a league division, and expressed their preferences in favor of the appointment of W. L. Surprise as chief consul and C. J. Scherer as secretary and treasurer. These names have been reported to President Beckwith, with a request that they be appointed to serve until after the regular election in March, and the appointment is announced.

WE have received from the *Bicycle South* a miniature bale of cotton like those which they are sending out as premiums to subscribers. The idea is very unique, and the little bale has an attractive appearance. The bale is of red silk bound with metallic ties.

THE third monthly social of the Chicanos was held the evening of 26 Jan., with a good attendance of members and their friends. After the good things to eat had been disposed of and the cigars had been passed, B. B. Ayers was called upon to tell what he knew about the proposed European tour for 1887. He said that the route was substantially as follows: After reaching Liverpool from New York, they would go to Edinburgh, Scotland, by rail, and from there tour through England to London. From London they would go to Paris, wheel through France, Switzerland, and Italy, visiting Venice and Rome, and then depart for home. It is estimated that the trip will occupy six weeks and the expenses from New York will be about \$200. Speeches were made by several other members of the club, and about 11 o'clock the party broke up, having passed a very enjoyable evening. — *American Sports*.

THE Boston Club will hold a festival and reception at the clubhouse on Saturday evening, 6 Feb. It will be an informal affair, and will take the place of the annual dinner.

H. B. HART, of Philadelphia, was in Boston, last week.

A. L. ATKINS will shortly have his revised road book out.

THE Yale College Bicycle Club will have a banquet, 22 February.

The London *Standard* employs tricycles in delivering papers to the different parts of the metropolis. Each machine carries on an average about 144 pounds weight of paper every run. The riders

not only seem to enjoy, but thrive in their work.

THE *Wheel* calls the Columbia home-trainer a "nondescript machine."

KAUFMANN, the fancy rider, has sailed for England. Canary's success is bearing fruit.

THE *News* has this to say about Lloyd Bros.' new two-speed gear for the ordinary bicycle. It is intended for both bicycles and tricycles, and consists of a couple of bevelled wheels connected by a couple of pinions fitted on one side of an ordinary bicycle wheel, which are thrown in and out of gear by a small lever. In the case of a bicycle the tread would be increased about an inch, and the weight would be barely a pound and a half extra, — a trifling matter in a roadster.

LOUIS R. HARRISON and Albert Thayer sailed for Europe last week. They will take up their abode in Paris, and engage in literary pursuits.

SOME \$1,000 worth of stock in the Lynn Cycle Club's proposed track has already been subscribed by parties outside the club, and it is expected that about \$2,500 will be taken by club members.

THE Massachusetts Club men want to own their own house, and plans are being made to take it out of the hands of the corporation, and make it the property of the members.

MR. ELWELL writes that his experience shows the benefit of advertising in wheel papers. His mail list has increased to very large proportions since he inserted his advertisement concerning the Bermuda tour.

In his pamphlet containing instructions to agents, Mr. Corey says, "Give each customer who comes in to inquire about wheels a copy of the BICYCLING WORLD, and other wheel papers." This is good advice.

COMPLETE list of Bermuda party, Feb. 1st: Junius E. Beal, Ann Arbor, Mich.; Blake Hendrickson, Medina, O.; George W. Todd, Leominster, Mass.; W. T. Fleming, Samuel Matheys, E. B. Penrose, Marriott C. Morris, Philadelphia, Pa.; Wm. Clemson, Middletown, N. Y.; Joseph Penrose, Meadville, Pa.; Wm. G. Budington, New York City; D. E. Choate, F. A. Elwell, Miss Gussie Burgess, Portland, Me.; R. W. Clemson and wife, Mr. Woodrough and wife, of Charlestown, Mass.; Mr. Duhme and sister, of Cincinnati, O.

The number will probably be largely increased before the 2d of March arrives, as a great many have the matter under consideration.

THE Clerical Tour for 1886 is set down for the month of August, and is located in the State of New York. Starting at New York city, the wheel will be ridden to Tarrytown, thence by boat to Fishkill, thence wheeling to Poughkeepsie, Rheinbeck, Claverack, Lebanon Springs (including a visit to the Shaker Settlement),

Albany, Mechanicsville, Saratoga, Amsterdam, Canajoharie, Sharon Springs, Cherry Valley, Cooperstown, Cobleskill, Howe's Cave, and return to Cobleskill, where the tour proper will end. The tour will take ten or twelve days, and will make a riding distance of about three hundred miles. At the end of the tour little companies will be made up for a run to the Catskills, and also to Binghamton, or elsewhere. The projector of the tour, Rev. Sylvanus Stall, has ridden over the entire route in the summer of 1884, and will arrange the programme so as to take in all the points of interest. The party will be limited to twenty-five clergymen.

THE officers of the League of American Wheelmen have their winter meeting in New York at the Grand Union Hotel, 22 February. There is evidently an inclination among some of them to be very stiff-backed on the vexed "makers' amateur" question, and rule them off the tracks without hesitation, and by secret sessions, on suspicion if necessary, much after the peremptory style which the National Cyclists' Union, of England, propose to adopt. But if the Surrey and the North Shields Bicycle Clubs, and one or two of the others there, whose race meetings are of genuine interest, should refuse to abide by the Union's decision in the matter, and admit the entries of the alleged makers' amateurs, that decision would be useless in England. *So in this country—there is but little doubt that the stand of the Springfield Club is of more importance than that of the League; especially if backed up by the Hartford Club.* For the tournaments in these two cities are the only attractions that bring together all the great riders of both continents; and greatest and most popular among them are perhaps these same terrible fellows, the makers' amateurs. Without discussing whether or no they in any way violate the true amateur spirit, it is a fact that they ride hard, ride to win, and ride for records. Their races are pretty and square, and in them centres the interest of the meetings. To rule them out of the contest entirely would be hurtful to the tournaments, hurtful to their success, if not fatal. Decisions affecting them are difficult to make, and the secret tribunal necessary to carry them out would be unjust and unsatisfactory. "The races at the Springfield tournament last September were good enough for me," many a man has said, and nothing but an unquestioned improvement should be permitted to disturb a good thing better left alone. Class races will always bring out new riders; handicaps, rightly managed, will give them an equal show with the fliers, be the fliers "makers' amateurs" or not. The sentiment of the Springfield Club, its president, and those who attend its tournaments, seems to be, so far as gleaned, opposed to any action that will keep away the best riders (for many of them are under the charge of being makers' amateurs), and such a stand Chief

Consul Ducker is likely to take in that meeting. He will not be alone, and the project is likely to make but little headway. — *Republican.*

The italics in the above are ours.

THE English wheelmen want our American fliers to cross the water and try conclusions with them on their own tracks. They are so thoroughly in earnest this year that they have planned a circuit of the most important events, which they will carry out if a party from the States will visit them. The leaders are J. R. Hogg, of the North Shields Club, and F. Cathcart, manager of the Alexandra Park track. The former wants an "Anglo-American" tournament, and the latter an "International," and has sent invitations to France, Germany, and the colonies. Letters sent by them to Mr. Ducker outline this plan. The circuit will begin with the Alexandra Park races 22 and 23 May, and will include the North Shields meeting, the Crystal Palace, Manchester, Newcastle, and Bristol, to follow close on to each other and to occupy the time till the last of June. This will allow a spring training for the racers, and also allow them to get back to the States in time to get into good trim for the Springfield tournament.

THE H. B. Smith Machine Company is after the makers of the "Crescent," a machine which is said to combine the advantages of the Star and the ordinary bicycle. They have set aside \$100,000 to maintain their rights.

From a Feminine Point of View.

FROM all that I can learn, the influence of woman is being felt in wheeling circles as it never was before. I see the effect of this influence in the action of the makers, who are building machines for ladies' use, and I hear plans for the future discussed on every hand, coupled with the names of the lady riders

I AM very glad of this, for I believe the gentlemen will come to no harm in the society of their wives and sweethearts, but will be greatly diverted. You will pardon me, gentlemen, if I say that man left to himself quickly goes back to barbarism, and although there is pleasure in the long tours, and the short runs at race-horse speed, he loses much who never joins the joint runs of ladies and gentlemen, where the speed is not great but the pleasure is gigantic.

I WAS reading in an English paper the other day an elaborate direction for mounting a bicycle-handle-steering tricycle from behind, and although the author said it was a very easy thing to do, I wondered if it was any harder to mount from the front. I got no responses to my request for the experience of lady riders with this kind of machine, and I am little at a loss to know just the advantages and the disadvantages of it. I am not very

good at figures, but I think the average carriage step is at least twenty inches from the ground, and the ladies find no trouble in using that. A tricycle with 40-inch wheels, has an axle no higher than twenty inches, and there should be no more trouble in stepping up to that than in getting up to the carriage step. I say this because it has been said that it was a very difficult thing for a lady to mount a bar-steerer.

I THINK there was but one tandem on the market last year, that could be ridden by two ladies. This was the Royal Mail. I hear of a number in prospective, including the Quadrant, the Club, and the Singer. Who will say that the makers are not looking after our interests?

THE ladies' run is getting along nicely. The hosts will be ready. Will the guests come? I think they will. In company with a friend, I counted upon my fingers the other evening, the probable number of ladies that would join the run, from Boston and vicinity. I had no trouble in counting fifty, and I did not take into account the great number of ladies who promise to ride in the spring. I shall not be completely satisfied unless Boston turns out one hundred lady riders on that day.

OLD Mother Nature has been decorating her drawing room the past week. She has hung it around and about with glittering crystals, and carpeted it with a snowy fleece. O for a chance to get out into the country. Reports come to us of forests so beautiful that they beggar description, of apple orchards destroyed by the weight of ice on the branches of the trees, and they tell us that never before did New England behold such a spectacle.

I CAN envy the Southern people their mild climate and their out-door life, but all these things have their compensations; for they do not know the beauty of an ice picture that nature can paint, and are dead to the delight of a winter's morning, when the trees are decorated with clinging snow.

DAISIE.

Massachusetts Club Election.

A LARGE meeting of the Massachusetts Bicycle Club was held Tuesday evening. A communication was read from the Citizens' Club, of New York, thanking the Massachusetts Club for a present of a set of pictures of its clubhouse. President Williams presided, and was agreeably surprised by a presentation by his fellow-members of a set of the International Cyclopædia, as a mark of appreciation of his value as an officer during the three years he has presided over the deliberations of the club. The presentation was made by Mr. A. S. Parsons. Mr. Wil-

liams expressed his thanks fittingly. He took occasion, during the evening, to make an address to the club, wherein he stated that he had never, in his three years as president, failed to be present at a club meeting. A resolution in appreciation of his work was unanimously adopted. The chair appointed Messrs. A. S. Parsons, W. S. Slocum, and W. C. Lewis a committee to represent the club at the New Marlboro' Hotel next Saturday evening.

In the election of officers, A. S. Parsons, the candidate for president on the regular ticket, withdrew in favor of Col. T. W. Higginson, whose name was received with cheers, and who was elected president by a large majority. The office of captain was hotly contested for. Many speeches were made in favor of both the candidates, A. D. Peck, Jr., and W. S. Slocum. Mr. Peck was finally elected by a vote of eighty-five to forty-one. Other officers were elected as follows: F. A. Pratt, secretary; E. R. Benson, treasurer; H. M. Saben, first lieutenant; R. P. Ahl, second lieutenant; E. R. Benson and D. W. Northrup, buglers; F. E. Margot and W. H. Minot, color-bearers; A. E. Pattison, E. W. Pope, S. A. Merrill, A. D. Salkeld, C. B. Goldthwait, and E. C. Regestein, club committee.

HENDEE will not race to any extent during the year 1886. He will participate in a few club races, but will not go into any of the important races.

THE Boston Bicycle Club have unanimously resolved, that in the opinion of the club the success of the coming parade of the League of American Wheelmen Meet in Boston would greatly depend upon the thorough and competent management of the matter; and knowing Chief Consul H. E. Ducker's rare executive ability, recommend that he be appointed chief marshal of the occasion. That is all very well, so far as Mr. Ducker is concerned; but as he and his associates have the appointing power, it would be very indelicate to have himself appointed chief marshal; and it may be questioned whether he would care to have the added duties. But though the Boston Bicycle Club is so strong and very influential that its requests are worth considering, this one seems prompted against Col. A. A. Pope, a member and former president of the Massachusetts Bicycle Club, and consequently not to be thought of for a moment by the rival organization. Col. Pope's name has been favorably considered by the press. — *Republican*.

The Chief Marshal is appointed by the Board of Officers, at the spring meeting in February, and as that body has always selected one of its own members to act as chief marshal, or commander, as it used to be called, we don't know where the indelicacy comes in.

THE Connecticut Division, L. A. W. has issued a four-page circular containing the constitution, a list of officers, and an appeal to wheelmen to join the division and help in the good work.

RACING NEWS

MINNEAPOLIS, Minn., 30 Jan., 1886. — The six-day twelve-hours-per-day bicycle race at the Washington rink closed with an audience of some thousand people. From early morning it was confidently expected that Shock would win. He and Woodside had some terrific spurts, with consequent excitement, during the afternoon and evening, but the champion of Ireland was unable to lower the lead of Shock. Shaw was in a very poor condition, and labored hard all day. A contribution was made up to encourage him to make the seven hundred miles, in order to get a share in the receipts. Snyder, the Minnesota boy, who entered a contest for the first time, astonished his friends. He rested most of the day, as he had seven hundred miles. Hardwick, the Kansas cow-boy, has shown more gameness than any man on the track, riding after two "headers," which would have laid off an ordinary man, and which bruised his leg so that he could hardly walk when off his machine. At the close of the race, Referee Clarence W. Ryder announced his decision that Shock was the winner, and introduced Dr. A. A. Ames, ex-mayor of the city, who presented Shock with the *Tribune's* six-day championship medal.

The score of miles by days is as follows: —

	Shock.	Woodside.	Snyder.	Hardwick.	Shaw	Eck.
First day,	167	174	150	118	136	100
Second day,	170	151	146	136	113	60
Third day,	132	132	136	127	95	15
Fourth day,	143	148	132	133	125	...
Fifth day,	150	153	76	102	100	...
Sixth day,	161	153	115	108	134	...
Total,	923	911	755	724	703	175

Woodside immediately challenged the winner to run another and similar race within four weeks, for from \$500 to \$1,000 a side and the entire gate receipts. As an earnest of his desire, he deposited \$200 with the editor of the *Minneapolis Tribune*.

BOSTON, 29 January. — A grand bicycle tournament took place at the Highland Rink this evening. Most professionals and amateur bicyclists claim to be champions. To decide the question, Mr. I. S. Moulthrop, a prominent sporting man of New York, has offered \$2,000 for a series of these contests to take place in each State of the Union. The first of the three contests for this State occurred at the above rink, last evening, resulting in

the gathering of quite a number of well-known crack riders, representing various clubs of this State.

Following is a list of the prizes offered: first, \$250 for the best exhibition of fancy and trick bicycle riding; second, \$250 for the best exhibition of fancy and trick double riding; third, \$100 gold medal for the one-mile amateur race; fourth, one-quarter mile unicycle race; fifth, \$150 for the best exhibition of fancy and trick unicycle riding; sixth, \$150 for the best exhibition on the buggy wheel; seventh, \$150 diamond medal for two-mile amateur race; eighth, \$50 slow race between chalk marks three feet apart the length of the rink; ninth, \$250 for five-mile professional race; tenth, \$500, special prize, to any man or boy that will ride the trick bicycle once around the rink. The following gentlemen were chosen to act as judges: A. D. Peck, Jr., D. W. Northrop, and W. C. Stahl, of the Massachusetts Club, and F. A. Hentz, of the Owls.

The contestants in the first class were George E. Hutchinson and William W. Marshall. Both riders were very graceful in their movements, and executed many difficult feats, and proved the position of the judges to be no sinecure. The prize was finally awarded Mr. Hutchinson.

In the second class, Hutchinson and Sewell, on a crank machine, and Marshall and Tripp, on a Star machine, were the contestants, the former pair being awarded the prize.

Messrs. W. A. Rhodes, W. Doane, and B. Thayer started in the one-mile race which followed. Thayer unfortunately fell from his machine shortly after starting, and drew out of the contest. Doane led from the start to the finish, coming in the winner in 3.20.

The next event, a quarter-mile unicycle race, proved one of the novel features of the evening. In this class, Messrs. Hutchinson, Marshall, and Tufts were the contestants, the former winning; time, 1.38.

By some very clever feats of fancy and trick riding upon the unicycle, W. W. Marshall succeeded in securing the prize offered for the fifth class, there being three contestants. In the sixth class, Marshall was again the winner.

Messrs. Rhodes and Doane started in the next contest, — a two-mile race. Rhodes, for some unknown reason, drew out on the third lap, leaving Doane to go over the course, the prize for this class being awarded him. Time not given. The eighth contest was won by Marshall.

One of the most exciting events of the evening was the five-mile race for professionals, in which Messrs. Marshall, Neilson, and Young were the contestants. From the start the race was a close one, until the third mile, when Marshall was obliged to withdraw. Neilson then forged ahead of his remaining rival until the finish, winning the race by five and a half laps in 15.5.

But one man essayed to secure the \$500 prize offered to him who would successfully ride the trick bicycle, but he was obliged to give up before he reached the middle of the course.

During the evening, Mlle. Titiens rendered selections upon the cornet very acceptably. On account of the weather, there was not a very large audience, although the efforts of the contestants were encouraged by frequent and hearty applause.

WHEEL CLUB DOINGS

BOSTON, MASS.—Last Saturday evening was celebrated as ladies' night at the Massachusetts clubhouse. There was a large attendance, and social intercourse and dancing in the gymnasium was continued until a late hour. Early in the evening the following programme was rendered, each number being deserving of praise: Piano solo, F. W. Perry; humorous impersonations, Mr. Phelan; solo, Stanley Clement; piano solo, Miss Berry; contralto solo, Miss Eva Hawkes; reading, Miss Minnie Dunn; piano solo, Miss Florence G. Peck.

BIDDEFORD, ME.—A meeting of the York County Wheelmen was held in Biddeford, Me., one evening the past week, with a view to amending the club by-laws, so as to join the American League. A strong majority was in favor of the project, but it lacked one ballot of a two-thirds vote. It is probable, however, that the club will join the League by another year, if not during the coming summer. Applications for membership to the L. A. W. were filed this week by the following members of the local club: J. Edward Etchells, Walter L. Ayer, J. Vaughan Dennett, Eli Girouard, Daniel Henchey, and A. L. T. Cummings. The captain of the club, R. A. Fairfield, of Saco, is a member of the League, having been one of the first to join after its organization. Bicycling is advancing in favor in that section of the State every year.

MANSFIELD, O.—The Richland Ramblers was formed here last week, from the members of the old Mercury and Ariel clubs. The following officers were elected: President, F. L. Casselberry; vice-president, B. J. Balliet; secretary, L. S. Harman; treasurer, W. E. Sawin; captain, A. P. Seiler; lieutenant, F. D. Gadsby; bugler, C. B. Bushnell; color-bearer, W. H. Bissman.

BOSTON, MASS.—A special meeting of the Boston Bicycle Club was held at the clubhouse on Friday evening of last week. The purpose of the meeting was to select delegates to the Division officers' meeting which will be held in Boston on Saturday evening next, and to talk over matters connected with the meet. Messrs. Hodges, Dean, and Fourdrinier were appointed to represent the

club at the meeting. The matter of conducting a general exhibition of wheels during the meet, after the manner of the Stanley show, of London, was discussed, and the members expressed themselves decidedly in favor of such a scheme. A committee, consisting of Messrs. Dean, Kendall, Morris, Rothe, and Howard, was appointed to look the matter up and report at the meeting next Wednesday evening. A resolution favoring the selection of Mr. H. E. Ducker, as chief marshal of the parade, was passed. An informal canvass of the club showed that about sixty members could be counted on for the parade. The war cloud that the Boston dailies claim to see was not at all visible during the evening.

WATERBURY, CONN.—A very pretty invitation to an exhibition and ball comes to us from the Waterbury Wheel Club, of Waterbury, Conn. The event is set down for 3 March, and includes an exhibition of fancy riding, a drill, polo match on Stars, and an orange race, the whole to conclude with dancing.

HARRISBURG, VA.—The Star Bicycle Club is officered as follows: President, F. L. Harris; vice-president, S. G. Dunnell; captain, G. W. Ribble; secretary, Jno. L. Logan; treasurer, W. N. Spinkel; first lieutenant, F. R. Bear; second lieutenant, Joseph Leowner. The club has about thirty-five members.

HOOSICK FALLS.—The Hoosac Wheelmen held their annual reception on Friday evening, 5 February. The officers of the club are as follows: President, Danforth Geer; secretary and treasurer, Charles C. Gibson; captain, C. Jerome Stevens; lieutenant, Richmond F. Ball; bugler, Dean R. Armstrong.

POUGHKEEPSIE, N. Y.—The officers of the Ariel Wheel Club elected at the annual meeting, 12 January, are as follows: President, I. Reynolds Adriance; secretary and treasurer, Chas. F. Cossum; captain, Ed. A. King; lieutenant, Fred Atkins; executive committee, Frank J. Schwartz, Wm. T. Ward.

BROOKLYN, N. Y., 27 January.—The annual reception of the King's County Wheelmen took place this evening at Knickerbocker Hall.

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Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Arnold Wilhelm, care Gustav Knost Ackerstrasse, 118 Berlin, N. Germany; Paul Agresta, 51 Wall street, New York City; F. A. Tanner, 903 Eighth avenue, New York City; A. M. Farrar, Akron, Ohio; Fred T. Reid, Brattleboro', Vt.; W. L. Howe, Box T T, Oskaloosa, Iowa; F. A. Eldred, Box 1004, Springfield, Mass.; E. Everett Sawtell, Box 1004, Springfield, Mass.; W. A. Webster, Institution for Savings, Springfield, Mass.

APPOINTMENTS.—Hotel for Holyoke, Mass., Holyoke House.

TO CORRESPONDENTS

H. C. M. We have sent sample copy. It comes from England, and we can't fix the day of reception.

F. R. WEBB. We publish several of the same tenor, and enough to cover all points, we think.

T. E. BOND. Such wheels are built only to order. They can be had of any maker at a slightly advanced price.

F. E. The record in question was on a board track.

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5 cents a copy.

BOSTON, 12 FEB., 1886.

Volume XII.
Number 15.



WHY DOES JAMES STOP SO QUICKLY?

IS IT BECAUSE HE IS TIRED?

O NO, IT IS NOT BECAUSE HE IS TIRED.

BUT BECAUSE HIS TIRE IS TIRED

IS IT A VICTOR COMPRESSED TIRE? O NO, IT IS NOT A VICTOR COMPRESSED TIRE, IT IS A STRETCHED CEMENTED TIRE.

VICTOR TIRES DO NOT COME OUT.

DO YOU KNOW WHAT JAMES IS SAYING NOW?

JAMES IS SAYING, ALAS! ALAS!
HAD I A COMPRESSED TIRE, I WOULD
BE RIDING NOW, INSTEAD OF
GAZING RUEFULLY AT MY USELESS
MACHINE, AND REGRETTING MY FOLISHNESS
IN NOT GETTING THE BEST AT FIRST.

THIS SHOULD TEACH US THE FOLLY
OF DISREGARDING WORDS OF WISDOM
UNTIL BY SAD MISFORTUNE WE
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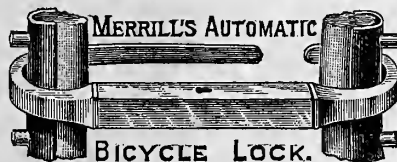
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CHELSEA, Feb. 1, 1886.

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Yours,

JAMES.

P. S.—He tried to buy my wheel, and offered me the cash for it; think I shall trade with him for one of those new 45-pound Stars, they are regular Yum Yum's.

J.

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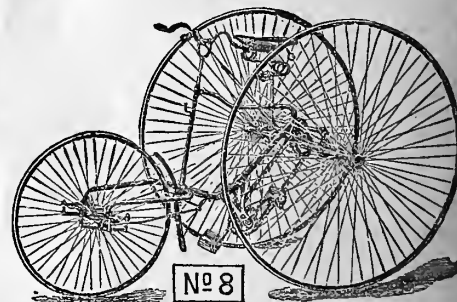
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 12 FEB., 1886.

RACING RULES.

THE Racing Board of the L. A. W. recognizes the desire of the members of that institution, and is determined that the races run in the name of the League, under its auspices or for its championships, shall be conducted on a purely amateur basis. During the week they have passed a number of votes, one of the most important of which is as follows:—

"Voted, That in the location of championships with clubs the coming year, the Board will require that no prize offered for any event in the meeting where the championship is run, shall exceed in value over \$50, and they will further require that the entry of any person whose amateur standing is in doubt shall be

rejected. That this rule may be observed, the Board will claim the right to know the full programme of the meeting and to inspect the list of entries to the championships with a view to striking out the name of any person whose amateur standing may be in question."

This means, probably, that none of the championships will go to the big meets, nor will they be won by the crack wheelmen, nearly every one of whom will be quickly scratched by the Racing Board. It may be the championships will not be taken under these conditions, and in that event the League can run them itself at the annual meeting or later in the season at a special meeting. And it may be the dealers will buy up the "duffers" and secure the races for their machines with cheaper men. Wait and see.

Two other important votes are the following:—

"Voted, That the Racing Board will hereafter enter no record on its books that is not made in competition between men at an open meeting, of which at least one week's notice has been given."

Voted, That the Racing Board will hereafter enter no record on its books that is made on a board track or under cover."

These votes place the standard record where it should be. Sporting papers and cycling papers will still continue to accept records made against time and on board tracks, but the standard record of the League will be the most valuable of all records, and one which our best riders will like to hold.

Meeting of the Mass. Division.

THE first lap has been run, and now we are off for the finish in May. The Mass. Division officers had a very successful meeting on Saturday evening last, at the New Marlboro' Hotel, and fairly set on foot the business connected with the entertainment of the League at the annual meeting in May. There was a very large attendance, nine of the representatives and the chief consul being present. Representative Hawkes came down from the hills of Greenfield, and Holyoke sent us her Greene representative. Consul Ducker and Secretary Lawton ran over from Springfield and picked up Treasurer Kendall, of Worcester, on the way. The Springfield Gazette was represented by W. C. Marsh, and the Boston press was well represented. The following is a list of those in attendance: Chief Consul H. E. Ducker; Representatives Sanford Lawton, Springfield, secretary; W. O. Greene, Holyoke; F. P. Kendall, Worcester; George Chinn, Marblehead; Abbot Bassett, Boston; Charles E. Pratt, Boston; Dr. W. G. Kendall, Boston;

W. I. Harris, Boston, and F. E. Hawkes, Greenfield.

All the clubs about Boston had been invited to attend this meeting. Six clubs accepted the invitation and were represented as follows: Boston Club, E. C. Hodges, J. S. Dean, C. W. Fourdrinier; Massachusetts, Albert S. Parsons, W. S. Slocum, W. C. Lewis; Cambridge, H. W. Hayes; Somerville, W. R. Maxwell; Nonantum of Newton, J. H. Lewis; Dorchester, A. V. Wallburg.

Previous to the united meeting of the officers and club representatives, the former met and voted to constitute the united meeting an executive committee to appoint committees for the Meet, to terminate at the close of this work, and after this for all purposes of the Meet, an executive committee of five was appointed, consisting of Consul Ducker, Secretary Lawton, Representatives F. P. Kendall, Abbot Bassett, and Chas. E. Pratt.

Consul Ducker stated briefly his idea of what the programme of the Meet should be. The first day is to be given over to general enjoyment, informal runs, making acquaintances, etc. In the evening the officers' meeting is to be held. The second day is for the annual meeting, and the third day for the parade and races.

The question of nominations for chief consul and representatives was brought up by the chief consul, and on motion of Mr. Kendall, the secretary was directed to invite the various League clubs to send him a list of nominations for officers at the coming election, on or before 1 March, and that such nominations be sent to each League member in the State on or before 10 March, thirty days in advance of the date on which the polls shall close, fixed by the constitution as 10 April.

The question of a new hand-book was discussed, and on motion of Mr. Kendall it was voted that the chief consul be authorized to issue such a book if it can be done at an expense not to exceed \$25, in accordance with the suggestions presented by him, looking to the issuing of a very small book containing a list of officers and local consuls.

At this point the representatives of the local clubs came in. A discussion ensued as to the best method of appointing the various committees. Several suggestions were made, and, on motion of Mr. Harris, it was voted that the nominating committee consist of seven members, one from each of the six clubs represented, with Chief Consul Ducker for chairman. The committee was constituted as follows: Messrs. Hodges for the Boston club, Parsons for the Massachusetts, Maxwell for Somerville, Wallburg for Dorchester, Lewis for Nonantum, Hayes for the Cambridge club. Mr. Hodges resigned in favor of Dr. Kendall. He stated that if there was no further business, he with the other representatives from his club would ask leave to retire. He was very sorry to do this, as his club took the utmost interest in the matters under discussion, but the Boston club was then celebrating

its eighth anniversary, and their place was with their club members. He concluded by inviting all the company to visit the Boston club at the close of their meeting, where he would be happy to entertain them. The invitation was accepted with thanks.

Chief Consul Ducker asked if any of the retiring delegates had any suggestions to make in relation to the management of the Meet.

Mr. Dean, as a representative of the Boston club, said that he had nothing to offer in the way of suggestions at the present time. It was the desire of the Boston club, he said, to assist in every way possible toward making the meet a success.

The nominating committee then withdrew. When they returned, they presented nominations as follows:—

Reception Committee, twenty-four members—Colonel A. A. Pope, chairman; H. W. Hayes, Colonel T. W. Higginson, H. S. Kendall, Eugene Sanger, Charles E. Pratt, Charles R. Overman, W. B. Everett, H. D. Corey, C. L. Smith, E. C. Hodges, J. W. Vivian, H. W. Gaskell, W. W. Stall, W. V. Livingston, W. S. Slocum, Fred Porter, J. S. Dean, Elmer G. Whitney, Abbot Bassett, R. J. Tombs, H. M. Sabin, A. L. Atkins, W. E. Wentworth.

Entertainment Committee, twelve members—A. D. Peck, Jr., chairman; A. V. Wallburg, W. C. Lewis, W. H. Williams, A. D. Salkeld, J. H. Grimes, D. N. C. Hyams, C. B. Goldthwait, George Haynes, Lowell T. Field, Charles F. Joy, W. I. Harris.

Transportation Committee, ten members—W. B. Everett, chairman; William V. Burt, E. G. Whitney, Robert Howe, C. P. Shillaber, Harry Wilson, John W. Fisher, T. J. Strickland, Gideon Haynes, B. L. Knapp.

Tours and Runs Committee, six members—A. D. Peck, Jr., chairman; A. L. Atkins, W. G. Kendall, Mr. Robbins of Newton Club, F. Alcott Pratt, H. W. Hayes.

Committee on Parade, three members—A. V. Wallburg, W. S. Slocum, J. W. Williams.

Committee on Hotel Accommodations, five members—E. W. Pope, chairman; Theodore Rothe, J. H. Grimes, F. W. Weston, E. S. Wheeler, E. W. Pope.

Committee on Police, five members—W. W. Stall, chairman; C. O. Danforth, H. M. Sabin, W. S. Doane, E. P. Burnham.

Committee on Music, three members—C. L. Smith, W. B. Spear, J. W. Williams.

Race Committee—H. E. Ducker, A. E. Pattison, J. W. Vivian, to assist the Massachusetts Division race committee, which consists of Abbot Bassett and Charles S. Howard.

Finance Committee—Colonel A. A. Pope, F. P. Kendall, Fred Coffin.

Press Committee, three members—Abbot Bassett, W. I. Harris, J. C. Morse.

Committee on Banquet, three members—A. S. Parsons, chairman; R. J. Tombs, H. W. Hayes.

The Committees will elect their own Chairmen.

The report of the committee was accepted as presented. After some debate, it was voted that should any vacancies occur in the various committees, they should be filled by appointment by the executive committee. Secretary Lawton was instructed to notify the various gentlemen of their nominations on the various committees, and all resignations should be sent to him.

It was voted that the Vendome be the League headquarters during the Meet. Mr. Pratt moved that a vote of thanks be tendered the delegates of clubs present for responding to the invitation to be present.

Chief Consul Ducker announced that he had in preparation a circular to send to all wheelmen in Massachusetts who do not belong to the League requesting them to join the League.

Mr. George Lacy Hillier.

WE present this week a portrait of George Lacy Hillier, editor of *Bicycling News*, one of the most prominent men in the cycling circles of England. He began riding in 1875, and has always taken a foremost position on the path and on the road. As an all-round athlete he has won an enviable reputation, for he has scored successes in running, walking, and swimming races, as well as on the bicycle and tricycle. He was founder of the *Tricyclist*, and with Messrs. Wilson and Etherington started the *Wheel World*. Mr. Hillier is one of the jolly good fellows that can entertain a company, and is able to sing a song or tell a story with the best of them. In amateur theatricals he has been seen to good advantage on many occasions. He has been brought to the attention of the American wheelmen very prominently of late by his published doubts of the American records, and many of our contemporaries have slated him a little roughly. Hillier is nothing if not dogmatic. He has studied records and record making and the mechanism of the wheel, and mastered these subjects as few others have. His mistake with the American records was that he judged us from the same point of view that he would judge Englishmen, and the condition of things being radically different, he made a mistake. The young editors who have called Lacy Hillier a fool and an ignoramus, do not know him; and if we can say anything to remove a prejudice which has arisen against him, we shall be only too glad to do so. Had he the time and the disposition to go into a regular course of training and racing, there is little doubt that he would show the best men in England the way around on the race track. In a private letter recently received, Mr. Hillier tells us that he will probably come to

America this year, and have a try at our racing men. We can assure him a most cordial welcome.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 334,829. Wheel for velocipede, Albert E. Wallace, Hartford, Conn., assignor to the Pope Manufacturing Company.

No. 334,839. Tricycle, Hugh Baines, Toronto, Ont., Canada.

No. 334,952. Fire-heating furnace. Montraville Hoyt, Jamaica, N. Y. A very small furnace, consisting essentially of a reservoir for burning fluid, a burner or burners, and hooks by which the reservoir may be suspended from the wheel.

No. 335,246. Bicycle saddle, George Rothgiesser, Bielefeld, Westphalia, Germany.

No. 335,297. Bicycle leg, John S. Morgan, Lynn, Mass.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Editor Bicycling World:—In a Safety wheel-size discussion, both wheels should go together; what we take off of one, we shall add to the other.

Is there any 4-11-44; any lucky number showing the best aggregate diameter of cycles for American roads? Will '86 prove 66 to be the proper sum?

As Mr. Julius Wilcox no longer advocates small Faciles, perhaps the most satisfactory combination of front and rear wheels in the

Facile bicycle is	44 + 22 = 66
The Quadrant tricycle has	26 + 40 = 66
The Rover bicycle has	36 + 30 = 66

These are modern, model, deservedly popular, and successful.

In the Safety Indispensable, I find Gormully & Jeffery's American Safety bicycle, 46 + 20 = 66.

The London Safety bicycle (a 3½-inch rake, ordinary), 48 + 18 = 66.

My Pony Star has 18 inch pilot-wheel. I want to see it enlarged to 24 + 42 = 66.

Equal wheels would be the strongest and least vibratory, on account of the lengthened wheel base. Will we see a Rover-type bicycle 33 + 33 = 66?

The aggregate diameter *fixes* the length and weight of rims and tires. 66 is less than the "ordinary" aggregate. Still further to compensate for any extra weight of Safety driving-mechanism, we have the fact that a small wheel of equal strength has the lighter web.

66 gives an aggregate circumference of 207½ inches. Then perhaps we should combat vibration, by riding a *minimum* of 200 inches of rubber tire. Less is *tiresome*, more is *tireless* — paradox!

JAMES A. CHASE.

HAZLETON, PA., 6 Feb., 1886.

From the Plains.

Editor Bicycling World:— While the discussion of Safeties is in order, let a rider, one of "43's" said-to-be-riders through the country of the little "Facile," from away back, have a word to say in regard to the merits of that little machine. At the opening of the season I chose the Facile as my mount for the year, in preference to all other safeties, because it seemed to contain more points that went to make up a real safety than any other type. I was not disappointed; it was all that it "was cracked up to be," and even more. During the past season I have ridden it over some of the worst pieces of road in the country, and in every respect has it proved a stanch and reliable roadster; by far the best for bad roads; a good hill climber, and safe coaster; and last but not least, speedy and comfortable, remarkably free from vibration, and not tiresome. After riding some two thousand miles, the machine is in perfect order, no part having "weakened," and I had but one break during the season; that a spoke broken by my running plump into a ditch in the dark.

"FACILE."

FORT LEAVENWORTH, KAN., 14 Jan., 1886.

The Trade in England.

ALTHOUGH several firms have already brought out new machines for 1886, the bulk of the novelties will not be revealed to the public gaze until the annual exhibitions of the Speedwell and Stanley Clubs. At both these shows, I am told, the American market will be represented by three Columbia bicycles which are being sent over by the Pope Manufacturing Company; machines which are bound to attract considerable attention by virtue of the feats of Rowe on the racer and Stevens on the roadster. In due course, I shall mail you a special report of all noteworthy exhibits at Bingley Hall and the Westminster Aquarium.

SINGER & CO.'S NOVELTIES.

Singer & Co. are not satisfied with the enormous number of distinct patterns which they had last year, but announce quite a budget of novelties, prominent among which I see a tricycle of the Crippler variety, called "Singer's Straight Steerer." This looks like a machine admirably adapted to rough road work, the frame being on stronger lines than the generality of Crippler pattern tricycles; but it cannot be ridden by ladies. In this, as in others of Singer's new tricycles, the balance gear is



GEORGE LACY HILLIER.

Editor "Bicycling News"

in the centre of the axle, and the axle is supported by four bearings connected by a parallel tube. Singer's new tandem is a non-convertible Crippler, with three wheels only, the wheel base being consequently very long; and it has two independent brakes, one worked by a grip lever like a bicycle brake, the other worked by a small winch on the centre of the rear handle-bar, so that should one brake fail, there is a powerful one to fall back upon. The Xtraordinary Challenge bicycle is being made with a new pedal, which can be turned over, by the rider's foot, so as to have either a long or a short throw; this is done without any complication, the whole arrangement consisting of a hinged end to the usual lever, entailing no extra weight, the new pedal having a single bar of rubber, very large in diameter, and with flanges to prevent the foot slipping off, instead of the old heavy six knob rubber pedal.

THE NEW CRADLE SPRINGS.

Since writing you last, I have ascer-

tained the advantages possessed by the new double-action cradle springs, and having been riding on one of the No. 8, I can appreciate the improvements. Specified in detail, the new springs have the following advantages over the old patterns: first, closer build, enabling the cradle to be used on full-reach bicycles; second, a perfectly vertical action, reducing vibration; third, tilting neither fore nor aft, — as the old springs did, — there is just play enough for ease, without allowing the rider to slide off his saddle when leaning forward or back; fourth, being suspended at both ends, there is greater pliability for a given weight; fifth, the coils being closer together, are well covered by the saddle, and the rider's legs do not rub against the front coils; sixth, the wire, being curved at the place where the saddle is fixed, prevents the saddle slipping off; seventh, there are no loops to break or come loose.

A NEW BICYCLE.

The Sparkbrook Manufacturing Com-

pany, of Coventry, like Starley Brothers, has hitherto been identified with tricycle making alone; but this year an ordinary pattern bicycle is turned out by the Sparkbrook factory, greatly resembling the New Rapid and Royal Mail bicycles. The following is its specification: Bearings, adjustable ball to both wheels and pedals; weldless steel backbone and forks; light steel hubs; *true tangent* spokes; hollow steel felloes, three quarter inch tires; three quarter inch hollow steel handle-bar; gimlet handles; and a patent combination spring and saddle, resembling the cradle spring behind, the saddle leather hanging down at the forward sides as low as the under edge of the backbone. The weight of a fifty-two inch, complete, is thirty-two pounds.

ANOTHER LAMP.

A patented, but doubtfully valuable addition to the ordinary cycle lamp, is brought out by Smeed and Kaye, whom I may term amateurs at the trade. The alteration consists in the reservoir having a short flat tube projecting behind it through a slot in the body of the lamp, a screw-down hole which affords means whereby the lamp may be refilled from outside, without opening the door or even putting the light out. Except for all-night journeys, when it may be necessary to refill the lamp on the road, this idea is valueless, as I usually find that when a lamp requires refilling, it also needs cleaning.

LENGTH OF CRANKS.

I have attentively perused the correspondence in the *WORLD* on this subject, and feel strongly inclined to endorse the theory advanced by J. S., regarding the length of the *extensor femoris* governing the individual rider's choice of a crank, my observations being that few riders of apparently identical physique prefer identical measurements and gearings. But J. S.'s deductions from the "standard gearings" must not be relied upon too rigidly, inasmuch as it is quite the exception, rather than the rule, for the makers of a cycle to fit a man with gearing according to their own ideas,—the regular thing being for each customer to order the gearing which suits him best for the particular work he wants a machine to do. At the present moment, for example, I have in my stable the following machines. (1.) The family sociable, with Crypto gear working as fifty-nine and thirty-nine, or thereabouts. Except when my mother, or other weak rider, is abroad, we seldom strike in the lower gear, even boys and girls finding the fifty-nine preferable for all but very steep or sticky hills; cranks, six-inch throw. (2.) A No. 9 Quadrant, geared to sixty inch, slotted cranks, always used at full six-inch throw by all riders. (3.) A No. 8 Quadrant, geared to fifty-six inch for winter riding only; in summer geared to sixty inch; slotted cranks always used at six-inch throw. (4.) A No. 8 Quadrant, permanently geared to

fifty-six inch, ridden by a rider previously accustomed to four and one half-inch cranks on fifty-inch bicycle; always used with cranks at full six-inch throw. (5.) A Rover safety bicycle, geared to sixty-six inch, seven-inch cranks used at six-inch throw in summer, six and a half to seven inches in winter, but would be better with seven-inch cranks and sixty-inch gearing for winter riding, being a heavy roadster. (6.) A Whippet tricycle, geared to fifty-four inch, four and a half inch cranks, fitted with auxiliary pieces, increasing the throw to six inch for winter, and will be used with full throw in summer also, with slightly higher gearing. When I first took to tricycling, having been riding a fifty-six inch bicycle with full six-inch cranks, I rode a sociable, permanently geared down to thirty-seven and a half inches, with six-inch cranks; but this was in the dark days of tricycle manufacture, and I have gradually increased my gearing, with the improvement in construction, until I find that I can get a great pace and splendid hill-climbing power out of the Rover, geared to sixty-six inch, with six-inch cranks, on good dry roads; but even for racing I find sixty-inch gear and six-inch cranks the best for me; and the only alteration I consider advisable is to either gear down a little for winter, or increase the throw of crank. Mr. L. H. Johnson's experiments with a racing Crippler, geared to eighty-six, prove nothing except that he tried it on a good road for short distances. Such a gearing would prevent quick starting or sudden spurning in a race, and would be too tiresome on a long journey. S. Golder rode a Rover bicycle, geared to eighty inches as an experiment, for some time, last summer, but went back to sixty-inch gearing on the same machine, with which he made the fifty miles road record in three hours, five minutes, forty seconds. In fine, I consider that with a gear of sixty inches, for ordinary riding, the strongest rider needs nothing, inasmuch as such a gearing gives a knee-speed, in pedalling, which is not excessive at any pace; and for average riders six-inch cranks are the standard, long-legged men being able to use longer cranks, with advantage, for heavy roads, and short-legged men reducing their cranks and gearing proportionately. No absolute rule can be fixed, as J. S.'s theory about the thigh-muscles shows; but the whole matter may be summed up in the hackneyed phrase, "*Chacun à son goût.*"

A NEW TWO-SPEED GEAR.

The Quadrant Tricycle Company has invented a two-speed gear, which will, I anticipate, be mostly used on the Facile bicycle. It has also an alternative form in which it serves as a speeding gear, only, without a changeable power. The fault which I find with it, as a two-speed gear, is that it adds friction when geared up for speed, whereas the friction should be absent for speed, and added only

when the power is on; but the inventors claim that the speed friction is less than the friction of the ordinary chain.

The principle of this gear is based on a peculiarity which most tricyclists must have noticed with the ordinary Starley balance gear. When one wheel of a balance-geared tricycle is raised from the ground, and the other wheel held still, if the treadles are revolved the pinion will spin round in such a way as to make the free wheel revolve at exactly twice its normal velocity. To adapt this principle to the purposes of a speed gear, however, would necessitate the alternative of one speed being just double that of the other, which usually would be too great an increase; but if the bevel wheel on the side of the gear which is held still is made of smaller diameter than the bevel wheel on the free wheel, then the increase will be less than double the speed and this increase can be varied to different proportions by varying the proportionate number of teeth of the two bevel wheels. Taking advantage of these evident facts, the inventors have arranged for the use of a fixed bevel wheel of small diameter, faced by a bevel wheel of larger diameter, connected by two pinions on one shaft, one pinion gearing into the small, and the other pinion gearing into the large bevel wheel.

In the case of a tricycle, this apparatus can be made in the usual form of two-speed gearings, viz. boxed in to form the lower chain wheel; but, for bicycles, the gear is fitted on the driving-wheel axle, between the fork and hub flange, on either the right or the left side, at the maker's option. In the model shown, the gear is fitted to a wheel of the bicycle variety, which wheel is mounted loosely on the crank axle, adjustable ball bearings being fitted as for a tricycle steering wheel. The gear, situated between the left hub flange and the left leg of the vertical fork, consists of (1) a bevel wheel four and a half inches in diameter, cut on the outer edge of the hub flange; (2) a bevel wheel two and a half inches in diameter, cut on a clutch box fitted on, and concentric with, the axle. These two bevel wheels, of course, face each other, and between them, mounted loosely on the axle, is a carrier containing a short vertical shaft, on which the two pinions are mounted, rigidly as regards each other, and both turning, rigid with the shaft, in the carrier, one pinion gearing with the small bevel wheel, the other pinion with the large bevel wheel; the only need for two pinions being used instead of one being the different diameters of the bevels. When the wheel is running for "power," the clutch box makes the whole gear rigid with the axle, but upon an ordinary lever being actuated, the clutch box releases itself from the axle and clutches itself against the fork, so that the small bevel wheel is prevented from revolving, and the pinions consequently spin round and gear up the large bevel wheel.

The carrier is furnished with a set

The **RUDGE** Speaks for Itself.

In the recent 6 days' race in Minneapolis, Minn., Schock, the winner, rode a

54-inch American Rudge,

Woodside a 57-inch Columbia Light Roadster, and Snyder a 55-inch Light Roadster.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

New York Headquarters, GEO. R. BIDWELL, Nos. 2 and 4 E. 60th St., New York.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH APOLLO Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

— **THE** —

“MARLBORO' CLUB.”

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

screw, which will enable the pinions to be adjusted for wear, avoiding all backlash; and the axle itself revolves in ordinary ball bearings at the fork ends.

For safety bicycles, the idea is to use a small wheel in an ordinary fork, building the saddle high for long stretches; but I apprehend that this form of gear will be most suitable for the Facile bicycle, and machines of that type.

For racing, or for riders who want a geared-up bicycle only, without changeable power, the gear is simplified by the abolition of the clutch box; the smaller bevel wheel in that case being part of the bearing case, and permanently gearing the machine up, in which case it will occupy only one inch of space between the hub and the fork.

AN ADJUSTABLE CRANK.

The controversy on the "Length of Cranks" has had the result of setting inventive genius to work to devise a crank with adjustable throw; and the problem has been solved by the Surrey Machinists' Company, whose invincible adjustable crank enables the rider of either a bicycle or a central geared tricycle to vary the throw of his crank to any desired extent. For standard use, the variation will be from five inches to seven inches; and between these two radii the cyclist can, whilst riding at full speed, adjust his cranks to any intermediate position, there being no arbitrary stopping-places, but the crank being controlled by a rod, the end of which is close to the rider's left hand. The way in which this is effected is by the use of an ordinary rigid crank, having a short link mounted on its extremity, the pedal being fixed to this link. If the link is stretched straight out, the throw is obviously long; but if the link is turned back towards the boss, the throw is shortened. An eccentric on the crank boss, connected to the link by a flat connecting rod, governs the position, and a simple but puzzling arrangement of two small cog wheels and a catch, in gear with the manual rod before mentioned, actuates the eccentric. The extra weight will be about two and a half pounds per pair; and as there is no loose point, the rider can maintain pressure on the pedals during the shifting operation without danger of the pedals throwing the feet off. No friction whatever arises from the adjustable cranks; but about an inch is added to the width of the space between the pedals.

FAED.

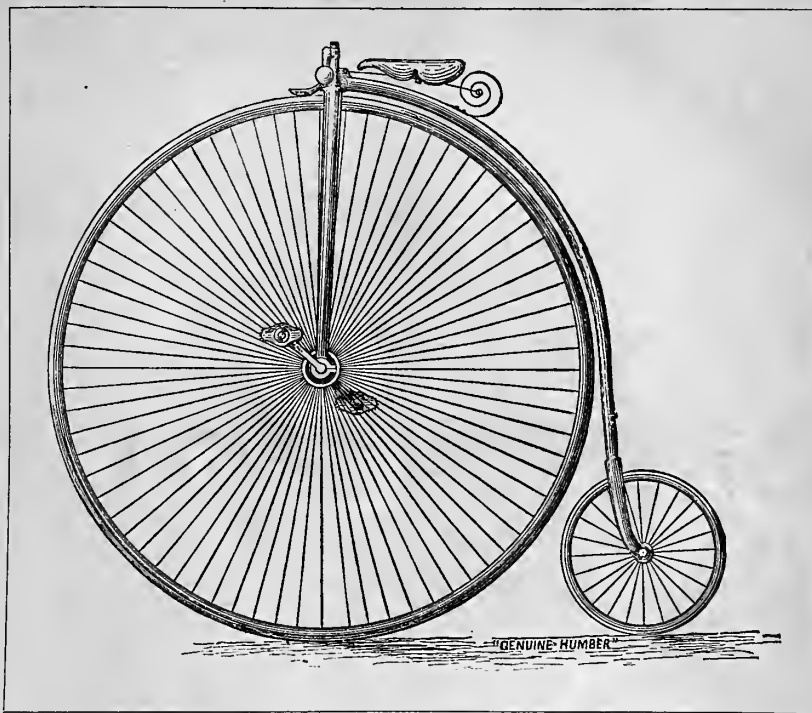
LONDON, 20 January, 1886.

Drawing the Line.

"Oh! dearest, will you fly with me,
And be my lovely bride?
My sociable I prithee mount,
We'll to the parson ride!"

Flushed was the haughty maiden's cheek;
He: nose, *nil desperandum*.
"I don't ride sociables this week,
Vamoose and buy a tandem!"

PEDALS.



The Genuine Beeston Humber Light Roadster.

(MADE BY HUMBER & CO., BEESTON, NOTTS, ENGLAND, AND IMPORTED BY L. H. JOHNSON, EAST ORANGE, N. J.)

A WELL-KNOWN American wheelman, reviewing the trade of the past season, says: "I find there is very little change in bicycles except in a few minor details, and, strange to say, the largest sale is among the highest price machines. The competition is very keen, but the experienced riders know that a cheap machine is dear at any price, and where there is a reduction in price, a decrease in quality and workmanship always follows."

Firmly convinced that "the best is always the cheapest," Mr. Johnson visited Beeston last October, and placed an order for a line of special light roadsters, furnishing many of the specifications from his long and varied cycling experience. These details, worked out in the most careful and thorough manner by the famous Beeston firm, have resulted, it is confidently believed, in the production of a genuine light roadster that will satisfy the most fastidious rider.

The Genuine Beeston Humber Light Roadster has broad, hollow front forks, semi-tubular back forks, and round backbone of the finest weldless steel tubing. The rims are Warwick's hollow steel, of deep section, strong and rigid. The tires are of best red Para rubber, seven eighths to front and three fourths to rear wheel. Humber's adjustable single ball bearings are fitted to both wheels and to pedals. Seventy and twenty-four spokes of the best piano steel screw direct into gun-metal hubs. Mr. Humber firmly believes

that the theoretical advantage of so-called tangent (laced) spokes is more than offset by their tendency to snap and difficulty of repair. The rigidity of a *properly made* direct spoke wheel was amply demonstrated by the spurting powers of the twenty-pound Humber racers used by Fred Wood, Furnivall, Cripps, English, and others, at Springfield, last fall. The handle-bar is of tapered weldless steel tubing, twenty-nine inches in length, is dropped two inches, and is fitted with black horn handles. Humber's coiled tail spring, Lamplugh and Brown's Tubular Buffer Saddle with detachable leather, and a powerful spoon brake, complete this handsome machine. The fitting and finish are of that exquisite quality which distinguishes Humber & Co.'s work, the usual bright parts being heavily nickelled on copper, the balance enamelled and lined in gold and color. The actual weight of a fifty-inch complete is thirty-three pounds. The price is \$145.

The Pope Manufacturing Co.

HAS issued its spring catalogue, which contains announcements of the new goods of the year. The first thing to strike the eye and gratify the heart of the riders will be the reductions made in the prices. Of these, several important ones are made. From the page of changes we take the following list of improvements, which the company will make in their goods the coming year. The Expert will have keyed-in continuous hollow cow-horn handle-bar, Kirkpatrick saddle, and Columbia "double-grip" ball-pedals added, without extra charge; or "double-grip" parallel pedals, \$5 less. (In either case a virtual reduction of \$10 from last

year's prices, with corresponding equipment.)

Finishes A and C reduced \$5. (A virtual reduction of \$15, in all, from last year.)

Finish D reduced \$2.50, — to price of Finish E.

The Light Roadster will have the new cold drawn and rolled seamless hollow felloes to both wheels this year. The double spoke of the rear wheel will be given up and single resultant spokes will be used instead. The machine will have the double-grip ball-pedals.

The Standard will have ball bearings to front wheels, and the sizes 42, 44, 46 will be reduced in price.

Among the new machines to be brought out will be the Columbia Racer. This will have a wheel similar to the Rapid tangent, and the spokes will cross six times. The rim will be the double-section hollow rim. A fifty-five inch will scale twenty-two and one-half pounds. The Racer Tricycle is the same as that brought out last year. It follows the lines of the Ranelagh, and is built with forty-two and eighteen inch wheels. Weight, forty-seven and one-half pounds.

The Ladies' two-track tricycle will be similar to the ordinary two-track machine of this company. It will have light tangent spokes, forty-four inch drivers, eighteen-inch steerer, and a somewhat lighter frame. It will scale about sixty-five pounds. The steerer of the regular two-track will be increased to twenty-two inches. The company announces a Safety. This will be of the Kangaroo type and built in two sizes. The Buffalo home trainer will be sold by the company. Among the new accessories we find the Gould Spoke Cyclometer, which has a long hand to indicate miles and fractions, while a smaller hand records complete revolutions of the long hand.

ONE of the prettiest things in catalogues that we have seen for many a day, comes to us from the Coventry Machinists' Company. The covers are decorated in Japanese style, the front showing a vase from which springs a vine bearing brilliant flowers, and having the Prince of Wales' three feathers in the upper centre. The back cover is ornamented with the coats of arms of England, America, Australia, and Russia, and several Japanese figures, including a little Jap. on a bicycle. Inside the covers may be found a list of the wheels made by this company, with cuts, specifications, and prices. Sent on application to any address.

GORMULLY and Jeffery write us that their catalogue will be off the press about 20 Feb. It will consist of forty-eight pages and cover. The cover is a handsomely lithographed allegorical design, and no expense has been spared to make this catalogue a work of the printers' art, and perfect in its mechanical makeup. In it will be minute and de-

tailed descriptions of an extended line of cycling novelties of interest to all who keep up with the times. It will be sent to all applicants.

The Cyclometer Award.

IT has been apparent for some time that Bank Clerk Goodnow, of Westfield, would be the winner of the gold cyclometer offered by J. A. Lakin & Co., to the amateur rider covering the greatest number of miles during the season, beginning 1 May and ending 1 Dec. 1885. For weeks records have been pouring in from various parts of the country, but unfortunately very many of them were not in compliance with the rule — that the records must be sworn to by the rider and certified by two other parties, hence they could not be placed in the list. These varied from 500 to 4,000 miles, but none of them approached within 1,000 miles the winner's record. There was a good deal of friendly strife among local wheelmen, and some of the highest figures were made by them. This is the record of eleven contestants who complied with the rules governing the match and covered over 1,200 miles: —

C. M. Goodnow, Westfield, 54-inch wheel,	5,056 miles.
Harry Lakin, Westfield, 54 " "	3,991 miles.
H. M. Farr, Holyoke, 38 " (safety),	2,800 miles.
Robert Gowdy, Westfield, 52-inch wheel,	2,501 miles.
Russell L. Scott, Westfield, 54 " "	2,476 miles.
C. Irving, Neponset, 54 " "	2,333 miles.
J. Reynolds, Stockport, N. Y., 49 " "	1,521 miles.
Fred Scott, Westfield, 54 " "	1,402 miles.
J. W. Holland, Westfield, 50 " "	1,345 miles.
F. F. Shepard, Westfield, 50 " "	1,300 miles.
Gilbert Loomis, Westfield, 50 " "	1,276 miles.

Next season gold cyclometers will be given to the amateur rider covering the longest distance, and to the club of ten whose aggregate is the largest. The local club will make a strong push for the latter, now that one of the members has distanced all competitors in the single contest.

The Boston Show.

THE Boston Club has fully determined to conduct an exhibition of cycles and accessories on the occasion of the annual meet of the League. At the last meeting of the club, Mr. Dean, the chairman of the committee appointed to consider the expediency of the step, reported in favor of it. He stated that the committee had considered the matter carefully, and decided that an exhibition could be given, and that it would be likely to prove of much interest to the visiting wheelmen

and the public as well; prove of much benefit to the trade, and give wheelmen an opportunity to judge of the merits of the different makes of machines. The various dealers of the city had been waited upon by the committee, and all had expressed a willingness to exhibit their machines. A suitable hall would be obtained, probably one of the skating rinks, and it was the thought of the committee that the exhibition should continue for one week, including the three days of the League meet. The club voted to give the committee full powers and instructions to proceed at once towards arranging for the exhibition. The committee consists of J. S. Dean, chairman, and Messrs. Kendall, Morris, Rothe, and Howard.

Random Pencillings.

THERE are some points in the last year's cycle record that seem to me to deserve more attention than they have received. The first one that I want to say a word or two about, is the introduction of the Tandem to American riders. I say "introduction" advisedly. It is true, a few tandems were brought over in 1884, but not a sufficient number to enable many wheelmen to get acquainted with the machine.

WHEN the tandem did really appear, it hardly met the reception that it deserved. The Sociable had preceded it. It was not in the nature of things that the sociable should become a very popular wheel. It was too awkward, heavy, and slow. So the new double was regarded with suspicion. I don't think that the American cycling public appreciate it yet. The Springfield races have shown how fast it is. I want to say something about how enjoyable and practicable it is.

IF I accord praise to tandems in general, or to a special type in particular, some people will jump at the conclusion that I am an interested party. I am interested, just so far as every real lover of the wheel ought to be, in the introduction of good machines; but have no business or financial interest in it whatsoever.

IN time that is past I delighted in a "bone-shaker." After a long interval, I took up the bicycle. Then, my wife having mastered the tricycle, I obtained a tandem. We now ride a Humber.

I BELIEVE in the Humber type of tandem, because I have learned its possibilities. Two good riders on it can go about anywhere a bicycle can, and in some places a bicycle can't go. It is easy, pleasant, and fast. The steering is like that of the bicycle; the motion is the same, but smoother. For both riders it is far superior to single tricycles. In fact, it compares favorably with the bicycle.

I NEVER yet found a person who was not charmed by the tandem on his first trial. The tandem is a surprise to the bicyclist; a revelation to the tricyclist, and a new world to the novice. The company, the security, the ease, the speed — all unite to captivate. Night riding on it is a pleasure; day riding a delight. With it the possibilities of cycling are complete.

Do you say I am enthusiastic? I admit that. Health acquired and established for man and wife ought to rouse enthusiasm. Am I extravagant? I deny that. I only ask you to try the tandem and see.

No path is *all* roses. It takes a little time and practice to learn to manage the machine, and to work together. If both parties are beginning their cycling on it, as I have seen some do, much time and patience will be needed. If the lady is learning, she must have a chance to coast on every grade, and must not be hurried. Take care that she does not overdo. Be satisfied with a moderate gait for a good while. Strength and facility will surely come if you "make haste slowly."

THE information at present attainable about the tandems in the English market is not very satisfactory. Of course much can be picked up by reading the cycling press, more particularly the English papers. The last "Indispensable" (1884) described but eight tandems. The "Vade Mecum" (1885) had but fourteen. Full details are obtainable in the former work only. I find that there are about an equal number of front and rear steerers, and a few double steerers and double-front steerers. The wheels averaged forty-six inches; the gearing, forty-seven and five-eighths inches, and the weight one hundred and sixteen pounds. All styles are, I understand, to be represented in our market this season, and about a dozen different makes to be imported.

I THINK the tandem is destined to meet with increasing favor, and hold its own with the bicycle and improved tricycle. It meets so many needs that it must become popular as soon as its possibilities are known. 5,678.

CURRENTS CALAMO

Building a Valentine.

'T is ever hard to say the words we would to whom we love.

In the purest wells of mem'ry,
deeply graven on my heart, —
(Rather commonplace, I fancy,
for a start.)

My spirit true is linked with thine;
a helpless captive I, —
(I'll mount a few quotations,
on the sly!)

The image of thy lovely face,
my very dreams doth haunt.
(Can I improve on that last line?
I can't.)

Though oceans roll between us, love,
and storm-clouds coast the sun, —
(“Expressions made to order!”)
That's one.)

I've pedaled o'er the wide, wide world,
and thou my choice shall be.
(She'll blush with conscious pride at this,
Or laugh at it! he!)

“Gold and silver have I none,”
or diamonds rare;
(I work up to the climax, — see?
That's very fair.)

I offer you a nobler gift —
a good man's heart.
(I'm getting on quite famously,
Oh, this is art!)

Then take it, — keep it, cherish it, —
one word, — I rise or fall!
(She took it and they're married now, —
That's all.)

CLIF. S. WADY.

JANUARY, 1886.

BOSTON wheelmen are now committed to the Meet.

WHEELMEN are generally modest in their demands, but now they are all crying for the earth. They don't like it packed in ice.

CONSUL DUCKER wants to see 1,000 men in line in the Massachusetts Division at the League parade. We should always aim high, if we don't hit the mark.

We think there are only two tricyclers in Massachusetts who are ready to affirm that the Coventry Rotary tricycle is the only one fit to ride, and they both appeared in the field as candidates for president of the Massachusetts Club. Tricyclers are coming to the front all around.

At the entertainment of the Wakefield Bicycle Club, 12 February, a feature will be a game of tennis between the crack players of Reading and Wakefield.

MR. GEO. FRED BROOKS, of Albany, N. Y., has written and published a waltz, which he dedicates to the League, and calls the "League Waltz."

RHODES will try and capture the 25 and 50 mile records on the soil of Bermuda. Wonder if the N. C. U. will accept them.

THE Berkshire County Wheelmen of Pittsburg, Mass., will join the League. New York and Philadelphia had better look to their laurels. Massachusetts is going to have her old place at the head of the list.

PLEASE, Mr. *American Wheelman*, knock out the dotlet on the I of your title-page. An editor should never humble himself, and it does n't look well to see a small i in the midst of capitals. A capital I in the midst of small letters is

the way in which many editors conduct their journals.

COL. T. W. HIGGINSON is president of the Boston Bicycle Club. He was colonel of a raw colored regiment during the war, and knows all about right wheel. — *Springfield Union*.

If the writer of the above should show himself in Boston, some of the boys would convince him that they know how to use the right club.

THE Pope Manufacturing Company has opened a salesroom on the second floor of the building in which they now are, and patrons will be saved one flight of stairs. This is a come-down in the right direction.

THE Records Committee of the N. C. U. has corrected its report in the Golder case, and now concludes that the 50-mile road record has not been proved.

WE admire bicycling, and at every opportunity try to put the right word in the right place, when writing of the doings of wheelmen. But there is a danger of the sport drifting too far along the show line. The latest move is a broadsword contest on wheels. We hope such a farce may never be perpetrated. Sword contests on horseback are bad enough, and the hippodrome element has held the lead so far. But the bicycle cannot stand such companionship. We had a dose of horse against wheels, and it was sickening. If it comes to swords, we will run the first man through the body who makes the attempt. If wheelmen want to get hurt, let them make a butting match, and choose a stone wall as the object of attack. But playing with swords is a trick only suited to jugglers. — *San Francisco News Letter*.

WILL S. ATWELL has taken a position with Wm. Read & Sons.

MR. E. H. CORSON, of Rochester, N. H., sends us a photo. of his little daughter, of whom he writes: "She is now three and a half years old, and has been riding six months. She is really an expert rider. She can ride her machine anywhere without hands, and turn it so short that one wheel will stand still. She enjoys riding as well as I ever did. If she lives, I shall make a bicycle rider of her. She rides hours every day, around the house."

ALL who intend going on the Bermuda tour, and have not yet applied for state-room berths, are advised to at once send in application for same to Quebec S. S. Co.'s agents, A. E. Outerbridge & Co., 51 Broadway, N. Y., as they are going very fast, and will doubtless be all taken before time of sailing.

THE Bermuda party will probably dine altogether at the Metropolitan Hotel, New York, previous to going on board the steamer "Trinidad." The party now numbers twenty-seven, five of the number being ladies.

THE Meet of 1886 will be a five days' junket. On Sunday the wheelmen will

go to church, and on Decoration Day they will go as they please. •

MR. GEORGE A. WELLS, of the Citizens' Bicycle Club, of New York, was in the city last week.

OVER \$100 has been subscribed to equip the gymnasium of the Massachusetts Bicycle Club.

A WRITER states that in London the tricycle is used by milkmen. That reminds us that a farmer in this country once rigged up his son's bicycle so that it would run a pump, churn, etc. — *Burlington Free Press*.

A FRIEND of mine has purchased a new sleigh, and as I entered the stable to inspect the rig, I saw my friend draw a sharp stick across the box. I asked him why he did it, and his reply was: "Everything I get new some one comes around and wants to borrow it. No matter how careful I may be, the first time I loan anything it comes home with a scratch on it or is broken. Now I thought, for the satisfaction of the thing, that I would put the first scratch on this new sleigh myself. Ain't a bad scratch either, is it?" — *Albany Journal*.

There is a lesson for wheelmen concealed in the above paragraph. We think they will discover it.

THE representatives turned out well on Saturday evening. And they did n't find Boston wheelmen pulling hair either.

THE Elm City Wheel Club, of Fair Haven, Conn., will go to Waterbury, 3 March, to drill against the Pequonnock Bicycle Club of that place, for a valuable ice pitcher.

MR. F. M. DANIELS has the best riding record of the New York Bicycle Club, with 1,484 miles in 103 riding days. Twenty-four members covered 9,481 miles during the season.

MR. STUART C. MILLER, of Boston, has been so benefited by his trip through England and France that he has decided to indefinitely postpone his return.

IN these days a scorch at the fire is worth two on the road.

AMONG the numbers on the programme of an exhibition to be given by a cycle club in a neighboring city, is a pie-eating match.

HOME-TRAINER matches are now all the rage. When wheelmen find out which is the best home-trainer, it would be a good idea to distribute a few among the homes of the urchins who threw stones at the lanterns in the parade.

E. P. HOWE exhibited his new tricycle at Northboro', last week. It is propelled on the lever principle, and by an automatic movement the lever gives the greatest amount of power at the beginning of the stroke, decreasing when the leg is in a position to exert the most force. It is claimed that less exertion is required for climbing hills by this

arrangement. The ratchet movement is noiseless. The inventor has two automatic brakes, which may be applied to the cycle. One is an air brake, original in its method of construction, and also in its application to this kind of machine. The model machine has 48 and 26 inch wheels. Arrangements for putting the machine on the market will be made at once.

W. S. DOANE and W. A. Rhodes, of the Dorchester Club, will join Elwell's Bermuda party.

THE committees for the Meet were all chosen with a due regard for the fitness of the members. Stall, for instance, is at the head of the committee on police.

RACING NEWS

A HOME trainer contest will be held at the Massachusetts Club on the evening of 20 February.

THE East Hartford Wheel Club had a home-trainer race, last week, and H. E. Bidwell succeeded in lowering the mile record, recently made at the Hartford Wheel Club, by a fraction of a second. The records made were as follows: 23½, 48½, 1:15, 1:44.

THE receipts of the Minneapolis tournament were about \$960 for Schock, \$600 for Woodside, \$360 for Snyder, \$288 for Hardwick, and \$192 for Shaw. Woodside must prefer six-day racing to tournament work as a financial investment.

ELSA VON BLUMEN, the bicyclist, has accepted W. A. Hoagland's challenge, she to ride a bicycle two miles to every one walked by Hoagland, for 51 hours. The race will take place in Auburn, N. Y., within two weeks.

A FIFTY-MILE road race is to be run about St. Louis, next month, for a valuable gold medal, offered by J. S. C. Landish, editor of the *American Wheelman*.

WHEEL CLUB DOINGS

UTICA, N. Y., 2 February. — Annual election of Fort Schuyler Wheelmen: President, C. H. Metz; vice-president, A. J. Lux; secretary, A. G. Wood; treasurer, E. H. Zomph; captain, W. W. Nicholson; first lieutenant, A. G. Wood; second lieutenant, F. E. Manahan; bugler, F. E. Turner.

BROCKTON, MASS., 28 January. — Election of officers by City Club: President, W. M. Pratt; vice-president, H. W. Carr; treasurer, H. A. Howland; secretary, O. P. Lovejoy; captain, D. C. Pierce; first lieutenant, A. Churchill; second lieutenant, F. Parker; color bearer, R. E. Brayton; club committee, W. M. Pratt, E. P. Marshall, W. O. Raymond, R. E. Brayton, W. B. Mason. This will be the fourth year that Mr. Pratt has been elected president. The membership is forty at present. With

the exception of Boston, it has the best headquarters in the State. Their fourth dance of the season occurs on the 11th. They are free from debt, and in a prosperous condition, and will increase their membership to fifty in a short time.

SHOEVILLE.

NEW YORK, 2 February. — At the regular annual meeting of the Ixion Club, the following board of officers were elected: President, O. G. Moses; vice-president, S. L. Hall; treasurer, Wm. Da Camara; corresponding secretary, O. L. Moses; recording secretary, R. G. Leypoldt; captain, M. G. Peoli; first lieutenant, H. E. Charles; second lieutenant, J. H. Tripler.

BOSTON. — The Boston Club took a new departure this year, and in place of the annual dinner, held a reception for its members and friends at the clubhouse on Saturday evening. On this occasion the members gathered in strong force and goodly numbers, were viewed by President Hodges. The Cadet Band furnished the instrumental music. The house was profusely decorated with flowers and streamers of evergreens and smilax, which seemed to cluster about every chandelier and balustrade, and to peep out from every nook and crvice. These decorations, which were furnished by Galvin Bros., were very tasteful. A collation was served during the evening from the regular cuisine of the club, and substantial justice was done to its good things.

THE annual meeting of the Boston Bicycle club was held last week, at the clubhouse, 87 Boylston street, President Hodges in the chair. It was the ninety-seventh meeting of the club, and there was a goodly attendance and a great deal of interest. Treasurer Nelson presented his report, which was most satisfactory. One active and eight associate members were admitted.

J. S. Dean, as chairman of the committee appointed at the last meeting to consider the advisability of the Boston club holding an exhibition of bicycles, tricycles, and their accessories, presented his report.

The entertainment committee appointed some months ago was discharged, and the matter of clubhouse entertainments left in the hands of the club committee. The chairman of the pool and billiard tournament reported that the tournament was nearly completed, and that it had proved of great interest to the members.

The annual report of Secretary Hodgkins showed the club to be in a flourishing condition in every way, with a steadily increasing membership. The active ranks have received a particularly large increase, and the members did more riding last season than ever before.

The resignations of ex-Captain Harrison and Albert Thayer were accepted. These gentlemen have both left this country, and now make their residence in Paris.

It was settled finally that the club join

HOW

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the League of American Wheelmen, and a clause was inserted in the by-laws requiring every member of the club to join the League. Now that the club has decided to join the League, the members intend to go in with all their old-time vigor, and endeavor to give the League a big boom throughout Massachusetts—something it needs very much.

TROY, N. Y., 3 Feb.—The athletic and bicycle tournament of the Troy club was held at Vallombrosa rink. The first event on the programme was a bicycle drill by fifteen members of the club, followed by L. Herman in club-swinging. The fancy bicycle riding by Messrs. Hodgins and Edmans was excellent. The horizontal and parallel bar exercises were performed by Messrs. Zahn, Perkins, Hanley, Cole, Dunn, Blanchard, Hodgins, and little All Right. The "code of honor" was well illustrated by W. M. and L. J. Thiessen with small swords. L. J. Thiessen was declared the victor, by six points to five. The slow bicycle race was well contested, but finally won by A. F. Edmans, with J. Hodgins a close second. After this came posturing acts by Messrs. Zahn and Perkins and Blanchard and Hodgins. The last event on the programme was the tug-of-war between the Rensselaer polytechnic institute team and the Troy bicycle club, in which the latter was victor.

ST. LOUIS, MO.—At their last meeting the Missouri elected eight associate and two active members. A resolution was adopted limiting the membership to two hundred. There are but thirty odd associate memberships now open. Those intending to join are advised to send in their applications. The initiation is \$5, and quarterly dues \$3, running from the opening of the new clubhouse, about 1 April. The bids for furnishing have nearly all been received, and money is in sight to pay the bills. The combination of club and gymnasium attractions will be unequalled by any athletic club in the country, barring the New York Athletic Club, and one or two other big Eastern clubs. — *Spectator.*

SACO, ME.—The York County Wheelmen will give their first annual ball in the City Hall, Saco, Me., on Friday evening, 12 Feb. It is expected that the attendance will be the largest at any ball this

season, over three hundred invitations having been sent out in Saco and Biddeford. The Portland Wheel Club, and the Pine Tree Club of Bangor, have been invited, and a large delegation from the former organization will attend. Grimmer's orchestra of Portland will furnish music.

OTTUMWA, IOWA.—Annual election of officers of the Ottumwa Club, 1 Feb.: President, S. M. Woolworth; vice-president, A. B. Post; captain, John A. Pallister; bugler, Bert Pickett; color bearer, Chas. E. Myers; secretary and treasurer, A. L. Eaton.

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Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—P. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: R. C. Kendall, Princeton, Ill.; F. E. Fulkner, 35 East 17th street, New York; Geo. S. Hart, Rockford, Ill.; Harry Gidden, Weddell House, Cleveland, Ohio.

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H. C. Newport, '80; **Boston,** '81; **Chicago,** '82; **New York,** '83; **Washington,** '84; **Buffalo,** '85; **Boston,** '86.

A. F. He does not violate the amateur rule. He violates the racing rules by receiving expenses.

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FOR SALE.—One 52-inch bright and painted, plain bearing Standard Columbia bicycle, in good order, the best offer over \$25 will be accepted. MARTIN BRECK, Springfield, Mass.

A Fair Field and No Favor.

We want nothing more. We do not seek to tie our agents up, and prevent them from selling other makes.

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VICTOR

are not afraid of competition; the more the better. We do not claim to control the Wheel trade, and expect to sell our wheels to riders on account of merit entirely.

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BOSTON, 19 FEB., 1886.

Volume XII.
Number 16.

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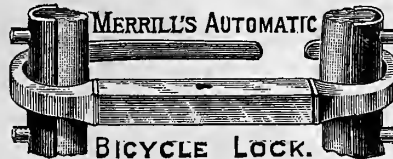
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CHELSEA, Feb. 15, 1886.

Dear Editor:—

I've been and gone and done it. Traded my old "Crank" for a 45-pound hollow frame '85 Star. No more headers. Don't care if my tire comes *all* off. How I do kick myself for wasting so much time on my old style wheel. The Star is *the* mount for me every time; 45 pounds; hollow frame; *cowshorn* bar. Yum Yum some more. I'll be out with "the flowers," etc.

Yours,

JAMES.

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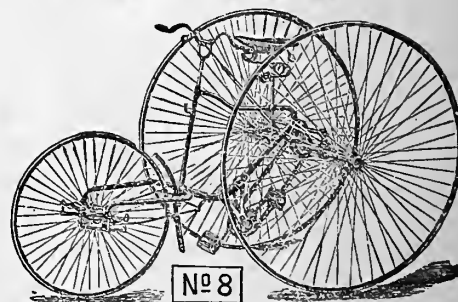
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 8 Pemberton Square, Boston, Mass.

BOSTON, 19 FEB., 1886. .

WE regret to see the interest of wheelmen in the League Meet centred almost altogether upon the parade, to the neglect of the more important interests of that occasion. For ourselves, we should not be sorry to see the parade given up, and the whole time at the disposal of the members given over to the business which will come before the meeting. The League is not organized to promote parading, and the time is not far distant when this feature of the annual meeting will be let severely alone. The spring meeting of the Board of Officers in New York is always the most fruitful in results of all the meetings held by the League, and we do not have to look far to

learn why it is so. The men go to this meeting for business alone, and their attention is not distracted by parades, race meetings, or banquets. They go quietly, transact their business, and go home. If no parade, no races, no banquet, were held at the time of the annual meeting, there would be a smaller gathering, and we shouldn't have such a good time; but, the important questions would receive more careful attention, and the League do more for wheelmen than it does now?

AN error of statement has been made relative to the appointment of the chief marshal of the parade at the Meet, for it is learned that the custom is for the Board to make the newly-elected president the chief marshal. He, of course, is one of their number, and there is no question of delicacy about it. Mr. Ducker will, it seems probable, be the next president of the League, and will, in that case, be the proper man for the other position; and if a change in the custom is made, it will come from him.—*Springfield Republican*.

The Board of Officers must be capable of taking a long look ahead if they can tell at the meeting in February who will be chosen president of the League by a new board the following May.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The Crippler as a Lady's Machine.

Editor Bicycling World:—Daisie asks for the experience of lady riders on "bicycle-handle steering tricycles." I will gladly give her mine with one of the original make of that pattern, a Beeston Humber Crippler.

I have ridden for several years tricycles of various makes, and greatly enjoyed them. Therefore, my enthusiasm and decided preference for this wheel, is not from ignorance of others.

First, as to the mounting. How seriously and constantly the mounting of the Crippler seems to trouble those who have not tried it.

A Crippler can be mounted from the front, but it is easier, quicker, and therefore less awkward to mount from behind. It is a very simple matter to stand behind the machine, take hold of the handle-bars with both hands, step with the right foot on the polished axle, and find ourself on the saddle, a little "side wise"; then stand for an instant on the pedals to let the dress fall straight, and the thing is done.

That this is a little unusual feat of agility, I will acknowledge; that it is intrinsically "awkward and unavoidably so," for an ordinarily supple woman, I do deny. Backing onto a saddle, as one must do on all open front tricycles, has, to my eyes, its disadvantages.

As Daisie justly suggests, a Crippler axle can be no higher than an ordinary carriage step. We none of us hesitate to mount even the highest of dog carts, now that they are fashionable.

For years we have pulled ourselves into side saddles, sometimes on very high horses, from very low blocks, with very long dresses. That is not an unusual feat, therefore has not been thought of as awkward.

Theoretically the Crippler may not have a lady-like mount. Practically it has been to me an exceedingly convenient way of getting over my saddle.

But the principal use of a tricycle is to ride, not to mount; so what are the advantages of this "handle-bar steerer" in riding? The position of the rider is the most thoroughly satisfactory that I have found on any tricycle. The difference in comfort between that and the position on an ordinary side steerer, is like that between a saddle with girth tight and firm, and a saddle with girth unbuckled. I can use no comparison more forcible to any horse woman who may chance to see this. I believe a wheel could not be made for ladies' use, which would give a better position for the utilization of power. Its opponents as a lady's wheel acknowledge that it is "a splendid thing for gentlemen who want to ride hard and fast," or for a Mrs. Allen, with her 200 miles in twenty-four hours. This shows that the wheel is of good and scientific construction, so why not choose it to use for "health and pleasure"? The action is vertical enough to make the saddle a firm point of resistance from which to work. As for the handle-bar, I can only assure all lady cyclists that they will appreciate its scientific position as much as bicyclists appreciate what seems to be the result of years of experience.

The exercise of the arms, and all muscles above the hips, is by no means an unimportant part of the benefit and pleasure of wheeling. So a wheel that allows one to pull on the handles with the greatest comfort and success, can score at least one advantage. This handle-bar has made for me a delight out of hills that with all other single tricycles have been an intense bore.

On the whole, the Crippler is a wonderful hill climber, and a very comfortable coaster. There is never a feeling of pitching forward.

I like the automatic steering exceedingly. It is a relief to have a machine, to a certain extent, "keep straight" as this one does. If one happens to let go, it does not dive for the gutter.

The brake is one of my chief delights. It is very powerful, but cannot possibly throw the rider forward, as can be done in an open front tricycle. I must con-

fess that I have never felt satisfied with the brakes on side steerers. They have not seemed adapted for the best utilization of power, and I hailed with joy the Crippler brake handle, which can be grasped in the right, which is the strongest hand, without a change in position.

So much for the riding, although I have by no means exhausted my little Crippler's good points. One point, which is especially good in hilly districts, is the ease with which it can be trundled on two wheels with little wheel in the air. As for weight, the Crippler and lady's Humber will not quarrel over that point. They are both light enough for ladies' use, and there are but few tricycles that are.

Let no one give a second thought to the awkwardness of the dismount. I slip off my saddle, turn the steering wheel and handle-bar aside, and step out. A bit of dust on one's skirt from the wheel, is the only disadvantage of that, and what wheel woman does without dirt on her skirt?

I think a lady rider need not fear that any one will "try to force handle-bar steering machines on lady riders." One could hardly be better satisfied with a wheel than I am with the Beeston Humber Crippler, but were it in my power I would not force them on a single rider. Still, I do urge all sister cyclists and would-be cyclists to give one a fair trial if there is a doubt in their minds as to the best form of wheel.

I hope I have shown Daisie some advantages so great that she will try a Crippler at the earliest opportunity, and give us her candid opinion of it.

MEDICA.

Close Build.

Editor Bicycling World:—I know it is not a new query, but I would like to ask why the Expert Columbia, a roadster bicycle, is so "closely built." I have nothing to say against the Expert: I have ridden one a long time, and consider it the prince of roadsters. It is not so light as some, but it is very trusty, and will stay under a man as long as he will stay with it. But a roadster should not be such a closely built wheel. I don't claim to know as much about the bicycle business as the powerful Boston corporation, but I *do* know what I find out by experience. A short time ago I rode my 65-inch Expert across the country sixty miles, with a companion mounted on a 85-inch Victor. On the return trip the next day it rained nearly all the time,—a slow "drizzle," just enough to make the dirt "pick up" well. This did not trouble my comrade, for his machine, besides being minus the wire leg-guard, had a space of nearly an inch between the wheel and the backbone. Mine, on the contrary, had a scant half inch of room, and of necessity the wire guard almost touched the wheel. I had a terrible time. What mud passed the guard was scraped off on the forks and brake-spoon, and found lodgment on my clothes.

The other man arrived in a comparatively fresh and clean condition, while I looked as if I had taken two or three headers into a mud puddle, and felt as if I had been run backward through a clover-huller. What with the mud and a slight head wind my machine would not coast down a moderate hill. Close build is all right for looks, and for utility in a racer, but I don't "go much on it" in an ordinary, every-day, give-and-take roadster.

G. R. J.

Thanks.

Editor Bicycling World:—"Kom" will please accept my thanks for his "solution." It affords me great consolation, in view of the fact that I long ago discarded the vest, and now simply fasten my knee-breeches with the same fire-gilt button that holds my collar. G. R. J.

The Star.

Editor Bicycling World:—Will you kindly allow me sufficient space in your columns to say a few words to thank Messrs. Dodson and Chase for their letters on the American Star bicycle, published in your issue of 5 February. Thanks to them, I can now form an intelligent opinion on the subject of the Star, and in choosing a machine know what to look for and what to expect. Neither of these gentlemen, however, attempts to account for the fact that, in spite of its popularity, and safety, and other good qualities, one so seldom hears of the Star as a touring machine or as a safety. Mr. Dodson gives some good instances of its hill-climbing powers and its speed, the latter only in the hands of one rider, however, whom I had previously mentioned as having shown great speed on this machine, so that my question as to "how the machine goes in ordinary hands, and over give-and-take roads," is not answered. I have no wish to be hypercritical, and I am much obliged to Mr. Dodson for the full and satisfactory answers he has given to my four numbered questions, but my craving for general information as to the machine is still keen.

Mr. Chase confines himself mostly to the questions of vibration and brake power, and gives a good deal of very useful information on the subject, such as I do not remember ever hearing or reading before. Perhaps as these gentlemen have started the ball rolling, some one else will kindly come forward to answer this other question, and thereby help an

INQUIRER.

From a Feminine Point of View.

THAT bright correspondent of the *Bicycling News*, who writes over the name of "Violet Lorne," has a word to say about the bar steerers for ladies, and also a delicate little cut at one of the American riders, that all the ladies on this side the great ocean will endorse. This is what she says.

"THE feminine mind can have no possible previous bias in favor of handle-bar steering, as is the case with the mind masculine; and certainly the drawbacks to a woman's use of that class of tricycle are greater than the advantages to be gained by its adoption.

"To the last remark regarding the feminine mind, there is perhaps one exception. M'lle Armaindo, the American *bicyclless* (feminine for *bicyclist*), who is at present seeking a six days' contest with some professional of the sterner sex, being under the impression that she can demolish the female professionals of the world, and most of the male ones, must certainly have a previous bias in favor of handle-bar steering, should she ever take to tricycle riding.

"YET, after all, my paragraph may stand as written. M'lle Armaindo's opinions can scarcely be taken as bearing in any way a relation to the ideas of the feminine mind."

IT would seem from this that our friend is not altogether in favor of the bar-steerer, and she sees more drawbacks than advantages. I wish she had pointed out the drawbacks.

I HAVE been allowed to see an article bearing upon this question, which has been written by a well-known lady rider, whose opinion is based upon a long experience with the tricycle in all its forms. I am glad to note that she comes out strongly in favor of the bar-steerer, for I must confess that my prejudices lean that way. I commend her letter to all readers of the *WORLD*, for I understand that it is to come out in the same issue with this.

I AM not a little pleased to see how grandly the ladies are coming to the front in wheeling matters, and what reception they are accorded. "Violet Lorne" talks to a host of readers in the *News*, and *Wheeling*, under its new management, has secured a lady correspondent. I want to borrow a little more from "Violet" this week, taking a few ideas not unlike some that I have tried to give expression to in my feeble way.

"BRAVO, Sir Edmund Lechmere! who, at the recent annual dinner of the Malvern C.C., declared the cycling movement to be extending, 'and, as ladies have taken it up there is no knowing where it will stop.' It is quite true that since the general adoption of tricycling by women in certain parts of the country, cycling has become a much more fashionable pastime with the other sex in those neighborhoods, and the reason is not far to seek.

"THE majority of well-constituted fem-

THE CYCLE MANIA.

(A PEEP INTO THE FUTURE.)

IN THREE PARTS. — PART II.



WILL IT COME TO THIS?

From *Funny Folks' Annual*.

ine minds have a natural dislike (whatever the less particular minority may protest) against scouring the country in an altogether unprotected and unescorted manner, and male relations and friends who would, perhaps, never have attempted cycling on their own account, are willingly pressed into the service when a wife, sister, or even sister's friend requires it. Then, too, in a neighborhood where there are cycling women, there is generally a continual round of cycling picnics, riding parties, and the like festivities, which inspire even the most indolent of mankind to set up a machine of his own that he may be partaker of these harmless joys.

"I COULD instance many a man who first experimented in a cycling direction from such inducements as those just mentioned, who has since become a hard and fast rider, and devoted to his wheel for its own sake, not merely as a short cut to a whole catalogue of summer amusements and social gatherings.

"CYCLING for women has grown to be such a widespread institution, and its benefits are so generally recognized and acknowledged, that it is somewhat startling nowadays to find a quaint prejudice against it still lingering in some minds which are less in tune with the spirit of the nineteenth century.

"THAT such a prejudice does sometimes exist was brought to my notice in a rather

surprising way, only the other night, when I was dining at a friend's house. It was that *mauvais quart d'heure*, while the men still linger over the fragments of the feast, and their womankind gather round the fire in a somewhat chilled drawing-room, and try to revive the conversation which has become so much less sprightly since the hostess's dread signal was made. We all amiably tried to find conversation for the bride in whose honor the dinner was given, and knowing her husband as an ardent cyclist, we not unnaturally supposed the subject of cycling likely to have some attraction for her. So we spoke of our rides and our machines, and some one laughingly alluded to me as quite the most ardent devotee of the wheel in these parts, and altogether we flattered ourselves we were making excellent progress, and entering, taining our stranger remarkably well—when with one fell blow the edifice of our hopes was shattered by the bride herself, as she remarked, in sweet but frosty tones of extreme dignity, 'I don't approve of tricycling for women—I don't think it's *nice*!' Total collapse of the assembled company, and effect as of a cold shower-bath."

I HAVE fallen in with many ladies in America who do not think it "nice" to ride the tricycle, but I have generally found that they are the ones who have great fear of Mrs. Grundy. Once let riding become fashionable, and we shall see the ladies take to the wheel in great numbers. DAISIE.

It Makes Them Laugh.

IN this effete old country we are content to be thankful for small mercies; and the common or metropolitan skater is glad to take advantage of what little frost we get to hie him unto the most conveniently adjacent puddle that affords a few square yards of ice—more or less "knobbly"—whereon to try and regain the skill almost forgotten by disuse. It is several years since our district was visited by a sufficiently hard frost to allow of riding on such fairly large sheets of water as the Eagle Pond at Snarebrook (barely a quarter-mile square); but in America they are more fortunate, and the cyclists of Boston have been discussing the practicability of an organized party to meet on a given day at a certain "Jamaica Pond," but somebody has raised an objection against this being selected as the scene, by reason of its being *only a mile long*! — *News*.

Memphis, Tenn.

THE Memphis Cycle Club met 9 February, at 7.30 o'clock, to elect officers for the ensuing year. W. L. Surprise was elected president; S. Wade Hampton, Jr., secretary and treasurer; C. J. Sherer, captain, and S. M. Mallalieu, first lieutenant. This closes the first year of an organization which was started in the face of difficulties which would have frightened a body of young men less enthusiastic and less determined than

they were. At that time a law against bicycling on the streets had passed one reading, and so great was the pressure that a small party of young men who had attempted to introduce the sport, and had bought fine wheels, disbanded in disgust. But, satisfied themselves that the courts would not prohibit a man from riding on two or three wheels if he preferred them to four, the new club lost no time in convincing the city officials of that fact, and boldly mounting their steel steeds, wheeled through the principal streets, and along the leading drives without opposition. A strong local prejudice which existed was also removed, and, for the purpose of educating the Memphis public in bicycling, six of the finest riders in the world were brought to Memphis, and gave an exhibition in the Exposition Building. Thousands went to see them, and the last night the club and the riders were given a grand ovation. The club in the spring increased to nearly twenty members, leased a piece of ground, built a quarter-mile race track, and established Cycle Club Park. This was preliminary to a grand race meeting, the first ever given in the South. Many of the best men in the city became honorary members, and aided the club in its effort, which was a brilliant success. — *Appeal.*

Random Pencillings.

IN this world of ours it takes a long time to approach perfection. The law of development prevails everywhere. We begin with crude notions, form rough plans, improve in general design, and by degrees perfect the details. Of course, some modification of details accompanies the more general alterations. But changes are naturally first in the larger matters, and afterwards in the little ones.

I AM not of those who think that the tricycle has yet reached perfection. I believe it is still in the transition period. We are past the crude notions exhibited in the early patents. The rough plans of the first machines have been changed; improvements in the general design have taken place. Year by year these improvements have been made, and each change has been regarded, for a moment perhaps, as final. Then something has been done toward perfecting details. Another change in design succeeds, with more attention paid to details. So, by degrees, we are getting the best possible machines in the different existing types.

I HAVE consulted the invaluable "Indispensable," to see what the details were of the 244 single roadster tricycles described in the last edition. I find that the drivers averaged 45.71 inches; the gearing, 46.86 inches; the weight, 82.72 pounds. The frames of the machines are classified as, Hayfork, 85; Loop, 68; T, 50; Humber, 25; T, 9; Coventry Rotary, 7. There were 120 front-steerers, 93 rear-steerers, 30 double-steerers, and 1

triple-steerer. There were 140 double-drivers, 77 single drivers, 22 double drivers with clutch gear; 4 central drivers, and 1 independent driver. There were built with side gearing, 161; central gearing, 68; lever action, 10, and direct action, 5.

THE prevailing types in England, we thus find, were, Hayfork rear-steerers, and loop-frame front steerers, with 46-inch wheels, geared to 47, and weighing 83 pounds. Here in America we were not so well off. A few makes were imported, and a few made here. It is safe to say of these that the general style was the loop frame front-steerer, 48 inch drivers, geared to about 45, and weight over 90 pounds.

THE advent of central gearing, with reduction in the size of the driving wheels, was a long step forward. It is very sagely remarked that a lady could not ride a central geared machine. So the heavy side geared loop frames were left for her especial use. When this was done, how could we expect to convert the fair sex to the wheel? The proceeding was equally senseless and ungallant.

LAST season practically gave us the light tricycle. I think it is still susceptible of improvement; but we have now gotten some types that are full of promise. A few seasons more of experiment and experience will do much to perfect them. There are several vexed questions unsettled. They can probably be settled by modifying existing types. We shall soon know more definitely just what is needed.

THE improved light tricycle must become a very popular mount. Some who are timid on a bicycle will take it when they find that it runs almost as easily as the two-wheelers. The number of lady riders will rapidly increase. It is always a great convenience for a gentleman in addition to his bicycle. When it is more fully perfected, and the rage for "Safeties" has calmed down, it will be recognized and ridden as the only real safety. Combining so many great advantages, it seems to me to almost surpass the bicycle in its power for good.

FOR most ladies, and light weight gentlemen, a machine can be built amply strong to weigh from 65 to 70 pounds. For heavier and harder riders, or poor roads, from 70 to 75 pounds, will meet ordinary demands. To get this weight, the wheels must be about 40 or 42 inches, the machine a central-geared, double-driver.

WE have yet to learn what is the proper length for the wheel base; what the best size for the steering wheel; whether a handle-bar steerer is well adapted to ladies, and if it is, whether it can be built convenient and graceful. I do not mean that we are sufficiently

posted on all other points. I refer to these three, because they are getting prominently before the public, and because the changes in tricycles already announced for this season, ought to help us to approach the solution of the problems. 5678.

"My Kingdom for a Horse!"

"We claim a great utility that daily must increase;
We claim from inactivity a sensible release;
A constant mental, physical, and moral help we feel,
That bids us turn enthusiast, and cry, 'God bless the wheel!'"

RIDERS of the safety wheels and tricycles realize more fully than do others how *large* the class of would-be riders of the wheel in some one of the many forms, and how eagerly they read the practical experience of cyclers. It is for the sake of these that I pen a long experience with a wheel, purchased *against* the kind, but ignorant advice of cycling friends, and which I find possesses more points that go to make up my ideal, than any which by merit or money find a place on the market. Wheelmen, as a class, are prone to conceit and inclined to prejudice, else why should the bicycle or tricycle which they ride be the *only wheel* really worth the riding? What genuine pleasure to meet a comrade, who can see some good point in nearly all makes, and adaptability, if not to *his own*, to *another's* wants.

The Facile, of which I write, is not a stranger among us, but has won its way to favor, in this country at least, through the energy of Mr. Julius Wilcox, and by its own merits. These merits are, simplicity of mechanism, ease of driving, mounting, and dismounting, and its almost absolute safety. Its comparative size of wheels, and the relative position of rider to them, make it also most comfortable and free from vibration. As to its speed, — well, if records are worth *anything*, then by *that* right, the Facile, as a roadster, holds a place among the foremost. Over 263 miles, twice accomplished, by two different riders, in twenty-four hours, is no baby work, and only the Facile has this to its credit. Riding both the ordinary and the Facile, I will take the former popular type for comparison. In looks, the Facile resembles its bigger brother more nearly than do any (except the Cyclone, which, I believe, is not yet on sale) of the various bicycles. The proper size is only six or eight inches *less* than driving wheel of ordinary. I ride a 50-inch of one, a 44 inch Facile, the latter, to be sure, with the help of a closer fitting saddle. I find the size of the rear wheel (22 inches) more than compensates for the loss of the six inches in driver, and might suggest that the extra curve of backbone causes the trailer to run smooth rather than jerk along, and this same curving of backbone acts as a spring rather than as a stiff vibrator, as an ordinary.

Of the numerous questions I am asked in regard to the Facile, with your kind

FACTS WORTH READING

— ALL OF —

WHICH CAN BE PROVED!

- IT IS A FACT** That the **RUDGE CYCLES** are made in Coventry, England.
- IT IS A FACT** That **RUDGE & CO.** are the Largest Manufacturers of Cycles in the World.
- IT IS A FACT** That **RUDGE & CO.** will always be at the front, no matter what happens.
- IT IS A FACT** That the record of the **RUDGE**, on the hill, on the path and on the road, bears evidence to its success in the past.
- IT IS A FACT** That **RUDGE & CO.**, and their American Agents, **STODDARD, LOVERING & CO.**, will be even more successful in the future.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** fear no opposition, and do not depend on the success of one or two specially good riders, but call attention to the performances of the **MAJORITY** of riders on the road and path.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** intend placing the best and largest line of Bicycles, Tricycles and Safeties on the American market early in the Spring, which will be hard to approach.
- IT IS A FACT** That the **RUDGE LIGHT ROADSTER** has been ridden 257 miles in one day; the **RUDGE RACER** holds the **ONE-MILE WORLD'S RECORD OF 2.31½**; the **RUDGE SAFETY** holds the One-Mile World's Record of 2.43, and the 24-hour Record of 198 miles; and the **RUDGE TRICYCLE** Record of 2.49 has never been beaten.
- IT IS A FACT** That you had better keep your eye on the advertisements of **STODDARD, LOVERING & CO.**, and see what is coming.
- IT IS A FACT** That you will make a mistake if you buy a Bicycle, Tricycle, Tandem or Safety, before sending for **STODDARD, LOVERING & CO.'S** Catalogue.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, BOSTON, MASS.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 2 & 4 East 60th Street.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH | APOLLO | Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

The Coventry Machinists' Co.'s New Tricycle for 1886.

— **THE** —

"MARLBORO' CLUB."

AUTOMATIC STEERING.

SEND FOR PARTICULARS.

239 COLUMBUS AVENUE, BOSTON, MASS.

permission, Mr. Editor, I will try and answer a few. I found it very easy to learn to ride on; in fact, *any one* with the *slightest ability*, young or old, ought to learn *without assistance* or falls; after which they can ride the ordinary without taking the usual number of "headers" which fall to the lot of the tyro on that machine.

It is very easy to drive, requiring probably *less* muscular force than any other form of cycle. The rider sits directly over his pedals, the levers are so powerful in action that the wheel seems a thing of life, so easily it obeys its rider in starting and stopping. This makes it grand for crowded streets.

Its brake power is enormous, and can be applied without the nicety required on the ordinary; on the other hand, the back pedalling is such, that after the first season, one scarcely uses the brake at all; the two combined give such a feeling of absolute control that no anxiety is felt as to what you may meet in descending any strange hill. The Facile runs in as straight a line as the ordinary, can be run at the highest speed, without wobbling (a fault with many safeties).

The steering is equal to the other. Cannot ride, as on ordinary, without *both* hands, but a *finger* of one hand is sufficient to keep it in line. Coasting, same as ordinary; legs over handle-bar can be enjoyed, doing away with weight and danger of foot rests. In hill climbing there seems little difference, either, to the writer's mind, being good enough; yet one marvels at the little *arm work* necessary on Facile. When a sensible man cannot *ride* a hill *easier* than he can *walk* it, he pushes his wheel, unless, of course, the small boy is there to jeer, then—oh, ye gods! "What fools we mortals be." As to speed, as heretofore remarked, the Facile speaks for itself, but leaving "scorchers" out of the question, I can always drive it faster than it seems wise to ride, and can keep up with the other at the usual rate. On short "scorches" I am left behind, but on long runs I am led to think the Facile riders have the best of it. I account for its great speed by the fact that the pedal moves nearly vertical in action, and therefore the leg can be kept moving much faster than if the motion were elliptical. This, and the fact that the working parts are entirely below hub of driver, prevent the wobbling also. As a safe wheel, the Facile, with a saddle properly placed, fills the bill to perfection. I regard it much safer, even, than any tricycle I ever sat upon, for all round work. Mr. Latta, in his article, truly says a "header" *can be taken* from anything on wheels, but my experience is that the Facile can be ridden with much less caution than the ordinary requires, without *ever* indulging in a plunge over the handle-bar. Nor do I find that the wheel side-slips on muddy roads, although the smaller sizes are less firm.

Have ridden several sizes, from 40 to 46 inches, and *last* season settled on a 44 as being best suited to me. Although

I am only an average rider, I went through all kinds of weather during the season without a forced dismount of *any* description whatever.

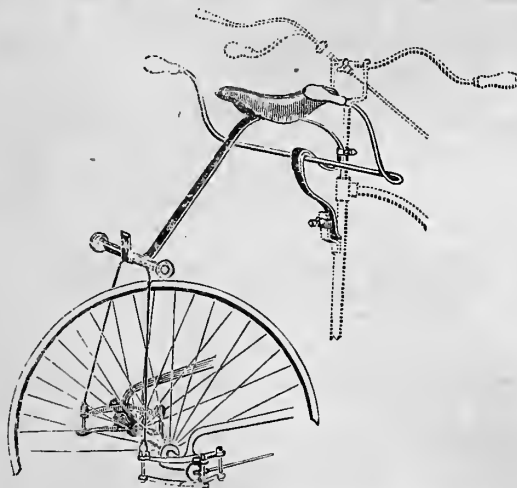
I rather prefer the up-and-down motion of the Facile, and at any speed can slip my pedals and regain it at once without anything unpleasant occurring; yet to those who like the rotary motion better, let me call their attention to a *geared* wheel made by Messrs. Latta, and one on same lines called Singer's Challenge Safety, which, to the writer's mind, possess better claims for notice than do some of the geared dwarfs. I have taken the Facile entirely to pieces, and find its construction and bearings to be as good as the best, with nothing likely to trou-

ble a novice. I would especially note the fact that the Facile is a royal wheel for any one inclined to ride in muddy weather or for night and winter riding, and adds largely to the pleasure of those wheelmen who prefer the larger wheel for their regular mount.

To novices I would say, read the cycling press, in the back and current numbers of the *WORLD*, especially. You will find many a point that at some future time will be of great service to you. Do not rest content with simply knowing about *one wheel*, but have *at least* a knowledge of the *looks* and *names* of *all*. My word for it you will find it an interesting and entertaining study.

CHIPPER.

MANUFACTURE



A Child's Seat.

MADE BY THE QUADRANT TRICYCLE COMPANY, AND IMPORTED BY J. A. R. UNDERWOOD, DORCHESTER, MASS.

THE above cut shows one of the most successful child's seats that has been put out. It can be attached to the No. 8 Quadrant tricycle, which is fitted with the bar-steering. The seat is conveniently located, and it in no way affects the running of the machine. The child is directly under the eye of the rider, and in a position to escape all vibration. Mr. Underwood will import a number of these seats.

The Invincible Programme.

MR. GEO. D. GIDEON, the American representative of the Surrey Machinists' Co., makers of the Invincible machines, writes us that he will have a good selection of machines the coming season. Among the novelties will be a new automatic-steering, three-track tricycle with grip brake, 42 and 21 inch wheels, tangent spokes, and hollow rims. A light two-track machine for ladies is now on

exhibition. It has 42 and 21 inch wheels, and weighs less than 70 pounds. They will also have a very light Safety machine on the lines of the Kangaroo, which will be fitted with inch rubbers. In addition to these will be a 56-inch bicycle, weighing 19 pounds, a tricycle of the Humber pattern, and a two-track front steering tandem, which can be ridden by two ladies. The tricycles will have four bearings on the axle, and the balls are flint hardened.

WHITTAKER, or "Whit," as he is usually called, put his popularity among St. Louis wheelmen one peg higher at the last races at the Globe Rink. While spurting "nose on wheel," racing fashion, he collided squarely with one of the posts. Just a quarter second before colliding he happened to raise his eyes enough to see what would take place, and was able to break the force of the blow some with his hands, but those who saw it, even wheelmen, thought he was a "goner." The crowd rushed to where he lay. He was dazed some, but he got up and finished the race, though not a winner. When an account of stock was taken, the "bark" was found peeled off in many places, and

a sizable swelling all along the side of his face where it came in forcible contact with the post, but in a week all traces of the "meeting" will have disappeared. — *Spectator*.

CURRENT E CALAMO

Snowed Up.

WHAT, Charley, old boy, I'm glad you've dropped in,
I was drowsy and lonely to-night;
Sit down in that cosy, and take out a "weed,"
Or set that old hookah alight!

I was thinking — egad, I was dreaming almost,
Of the days when we started from scratch,
And *puffed* round the laps when it's death to *alight*,
Though we found one another a *match*!

Ah, those were the days that would open the eyes
Of the old Spartan heroes of Greece,
And the registered "scorchers" would beat the "old
times,"

To be found in the records of knees (*Nice*)!

Oh, how I should relish a spin for a mile,
Or a spurt for a neck-and-neck lead;
But th' lanes are now many feet deep in the snow
That has drifted from wayside and mead.

And the bicycle's taking a much-needed rest,
With its component parts in a heap,
And the backbone and saddle must wait for the time
When the chrysalis wakes from its sleep;

When the leaves of the hawthorn are breaking their
buds,
And the landscape is varied in hues,
And the cuckoo's first note in the papers each morn
Is culled as an item of news.

Just hark at the shivering wind of the North,
How it howls round this shanty of mine,
But why, snug at home, with some crusty old port,
Should the hearts of two wheelmen repine?

W. H. Smith.

179.

TREMONT Street.

OUR new address.

FIND us there after 1 March.

PEMBERTON Square is no longer the
centre of the cycling world.

CALL and see us, and see Boston
Common in its glory from our front
windows.

"KNICKERBOCKER Building" is to
be our new home. A very apt title for a
cycling home.

THOUGH strictly temperate in our hab-
its, we shall ask all visitors to take an
elevator.

GOING to New York?

OFFICERS' meeting of the L. A. W. on
Monday.

MORE business done at that meeting
than during all the year besides.

THE vexed question of the location
of the League Meet is settled this year,
and the only chance for a debate is on
the date.

THERE 'LL be no ice in Boston harbor
on Decoration Day, and wheelmen won't
have to bring their thick clothes.

BOSTON dealers are just beginning to
feel a movement in the market, and
wheels are being sent out in fairly large
quantities already.

THE sport is now old enough to make
the stock of second-hand wheels on the
market large enough to supply the de-
mand from those who can't afford to buy
new ones. Those who want to ride can
now get a wheel at a very low price.

THE stock of second-hand tricycles
will be very large this spring. The old
riders will want the new mounts, and
new men will commence business on the
second-handers. Thus does the number
of wheelmen grow.

"MEDICA" writes a very interesting
article on the bar steerer, and sees no
reason why a lady cannot ride one to
good advantage.

THE Rover Safety has been inspected
by a very large number of wheelmen who
have called at our office in response to
our invitation.

THE English papers announce that the
Columbia machines will be seen at the
Stanley Show. This is not so. The
Pope Manufacturing Company decided
to make an exhibit at the Stanley Show,
and at the American inventors' exhibi-
tion later; but when the latter was given
up, it was concluded to be not worth
while to send to one exhibition.

CORTIS, the "demon rider," and the
great breaker of records, now in Austr-
lia, has taken to the Sociable. What
will Mr. Tandemon say to that? It may
be further stated that he has taken off
the front wheel, and has two ponies to
draw it. "Well, he'd better!" we hear
from Mr. T.

IN the face of all the discussion about
tandems, Papa Weston does not lose
faith in the Sociable. He called on us
the other day, and we found him not at
all shaken in his belief by the amount of
evidence brought forward to show that
the tandem is light and fast, and the so-
ciable is cumbersome and slow. The
Nemo Club still rides the sociable.

PAPA tells us that the C. T. C. will
probably have a business meeting in
Boston during the League Meet. This
may trouble "Hal," but we can assure
him that Boston is a very large city, and
there is room enough for everybody here.

THE average Boston man sympathizes
with those who have not the good luck
to live in Boston, and he always makes
the stay of his guest as long as possible,
and as pleasant.

A VERY sarcastic correspondent asks
us if Boston will set anything besides
beans on the table at the banquet. We
think there will be something else. No-
where on the footstool can a man get so
good a dinner as he can in Boston, and
this we shall prove to the League in May.

THE Keen fund has been closed with
a total of £230, not enough to buy a
house, and a committee has been ap-
pointed to see what they can do for Jack
with the money.

THE new League ticket has been is-
sued. It is from the same plate as its
predecessors, but a different color, lav-
ender being used this year. A list of the
present officials appears on the back, and
also some hints useful to members.

THE new C. T. C. ticket is also out.
The League would do well to copy the
little waterproof folder of its transatlan-
tic contemporary. It is very neat, and
has lasting qualities that no pasteboard
can possibly possess. The ticket for
1886 is changed somewhat from that of
1885. In place of the badge which ap-
peared outside before, we now have 1886
printed in gold right across the ticket, so
that when folded the Figures 18 or 86
can only be seen.

THE first city to announce an outdoor
tournament is New Orleans. It is pro-
posed to hold a race meeting down in the
city of cotton bales, somewhere between
the 15 and 20 March, in connection with
the exposition. Mr. L. D. Munger is now
in New Orleans, and Stanley Heard, a
man well known in the English wheel
world, is down there. Efforts will be
made to secure the presence of Rowe
and other racing men.

E. MOHRIG, of San Francisco, is
making maps showing all the roads
within a radius of one hundred miles of
that city. It will be useful to all riders,
as he intends making it absolutely cor-
rect.

THE prospects of the Boston show are
very encouraging. The committee hav-
ing the affair in charge has not yet de-
cided where the exhibition will be held,
but it will probably be in either Mechan-
ics, Music, or Horticultural halls. It is
proposed to have the exhibition continue
four days, beginning on Thursday, the
first day of the Meet, and ending Monday
night. On the opening night a reception
will be tendered the visiting wheelmen,
and all League members will be admitted
free of charge. A small admission fee
will be charged the public and wheelmen
at other times. The exhibition will be
open every day from 10 A. M. until 10.30
P. M. A band of music will be in attend-
ance at all times, and various attractions
will be offered each evening. One of the
features of the affair will be a "curiosity
shop," where many curious inventions of
bygone days in the cycle line will be ex-
hibited. All communications in relation
to the exhibition should be sent to J. S.
Dean, 28 State street, Boston.

THE present flood in Boston will be a
good thing to date from, and "Before
the flood" will now have a different
meaning. The League, for instance, met
in Boston before the flood.

EDITOR AARON says there were more
men in the New York parade than in any
before or since. That is a question that
will always remain in dispute. Counters
made about nine hundred men in the
Boston parade. In the New York pa-
rade we counted seven hundred and
twenty-three men, but as the editor of the

Wheel counted eight hundred and seventy-six, it seems to be useless discussing the matter.

J. SCHWEIGER, of Switzerland, is credited with having invented a steam tricycle, which seems to be similar in many respects to that brought out some time ago by an American. There is a steam boiler at the back of the tricycle, which feeds a specially constructed motor. The engine weighs about twenty-seven pounds, and the machine is furnished with an air-brake. The speed attained in a recent trial was twelve miles an hour. Coal was then used for fuel, but the inventor intends to use alcohol in the future, and expects to attain a much higher rate of speed.

SECRETARY PENNELL, of the Elizabeth Wheelmen, sends us the following interesting items anent his club members.

It may be of interest to state that the Elizabeth Wheelmen have in their membership two families, viz. father and two sons, and father and one son.

Two of the "youngsters" (one nearly forty) have held the long and short distance club championships for the past two years.

One of the fathers holds the club road record for 1885, 3,442 miles.

The other father kept no record last year, but has ridden over 1,000 miles.

The united ages of the five foots up very closely to two hundred years.

The "old men" expect to make it hot for the boys next season with a Humber Tandem. They never "scorch," oh no, but they go for all they worth when any one is looking.

Our oldest member (over eighty) rides to and from his office nearly every day. He has a special permit to ride the sidewalks.

HILLMAN, Herbert, and Cooper will make a Kangaroo with a single chain the coming season.

PRINCETON, KY., has repealed the ordinance against riding bicycles in the street. Public sentiment was against it, and a petition signed by a very large number of leading citizens led the trustees to repeal the ordinance.

WM. READ & SON have secured the services of Will S. Atwell to take charge of their bicycle department the coming season, and they intend to push things.

THE Massachusetts Division of the L. A. W. has upwards of \$400 in its treasury, all of which it is willing to devote to the coming Meet.

A NEW bicycle manufacturing concern will shortly be started in Springfield, with a capital of \$150,000. It will make the "Cyclone" bicycle.

THE racing men of London have formed themselves into a "Racing Cyclists' Club," with headquarters at the Alexandra Park track.

REFERRING to the recent vote of the Racing Board on the matter of League

championships, the *Springfield Republican* says: "In this vote it is known that Messrs. Bassett and Ducker were in the negative." We happen to know that Mr. Bassett voted in the affirmative.

W. W. STALL has sent us one of his new wooden whistles. We don't know but that we do the world an injury in mentioning the things for it emits a blast like a locomotive or a tribe of Indians. We can well believe that it was some such affair as this that blew down the walls of Jericho. A club of wheelmen armed with this screecher would make the entire population of any city turn out in wonder. The kazoo is nowhere now.

THE oldest bicycle club is the Pickwick of London, and it held its sixteenth annual dinner recently at the London Tavern in Fenchurch street, Lieut.-Col. Sir W. T. Chuley presiding. To this club belongs the credit of forming the Bicycle Union in England, now called the National Cyclists' Union, since the tricycle has come into vogue. It also took the lead in the recent Hampton Court meet, and at the dinner the club challenge cup and gold medal were presented to the winner, F. J. Nichols. The medals for the twenty-four hours' ride were also distributed. Four members rode over two hundred miles in the specified time, the greatest distance, 222½ miles, being made by H. C. Hill, sub-captain of the club. A club gold medal was presented to M. V. J. Webber, of the Vectis Bicycle Club, for the mile record of 2.39½ made on the 9th of July last, at the Crystal Palace.

W. W. STALL has fitted up his repair shop with an immense variety of parts and supplies them for repairing all the general makes of machines, including the Harvard and Yale, parts for which will soon be difficult to find. He is arranging to supply the trade with parts the present season.

RUDOLPH HERING, president of the Engineers' Club, Philadelphia, says that if one horse can just draw a load on a level road on iron rails, it will take forty on a sandy road, twenty on an ordinary earth road, thirteen on bad cobble-stones, seven on good cobble-stones, five on the ordinary Belgian pavement, three and one third on the best Belgian block, and one and two thirds to draw it on asphalt.

It may be well for wheelmen to know that none of those who subscribe for the *WORLD*, and pay for it, are subject to the direful header. Our subscribers never take headers.

ON the whole, the outlook for cycling in Canada during 1886 is hopeful. Last year saw the steady increase in popularity of the wheel, and without any of the mushroom growth that had characterized its progress in preceding years. There was less of "boy" element in the ranks of wheelmen last year; less of the class that took to wheeling for its novelty, and whose interest in the wheel expired as soon as the novelty worn off. The

growth of the bicycling fraternity was more among the class that took to wheeling as a source of health, and as a means of locomotion, — the two qualities that ensure the lasting popularity of cycling. Judging by 1885, therefore, we have every reason to expect the same results this season, — a steady growth in the popularity of wheeling. — *Canadian Wheelman*.

RACING NEWS

THE project for organizing an association of clubs in and around New York, for the purpose of holding semi-annual team road races for a magnificent silver cup, to be purchased by the association has been favorably received. The latest club to signify its willingness to join in the enterprise is the New York Bicycle Club, whose members offer the use of their clubhouse for a meeting of those interested.

COMPANY A, 47th Regiment N. G. S. N. Y., and the King's County Wheelmen, are to give a joint cycling and athletic tournament at the armory, corner of Marcy avenue and Heywood street, Brooklyn, N. Y., on Monday evening, 22 February, commencing at eight o'clock.

THE Chicago Exposition Building has been secured for the first week in June, when a six-lap track will be laid there, and a six-day race arranged for the professional championship of the world. An effort will be made to secure the attendance of the best English long-distance riders.

THE final arrangements are completed for the fifty-one hours' race between W. A. Hoagland and Miss Elsa Von Blumen. It will take place at the Princess Rink, Auburn, N. Y., 18, 19, and 20 February, Miss Von Blumen to ride her bicycle two miles to every one mile walked by Hoagland.

A FIFTY MILE bicycle road race for amateurs, open to the world, will take place over the Clarksville (Mo.) "belt" road, about seventy miles from St. Louis, 24 April, and the fastest riders of the country will compete. The prizes will aggregate \$1,000 in value.

AT the Red Cross Rink, Cleveland, Friday, 5 February, J. Honecker, A. Lehman, and I. J. Mittleberger each skated a mile in turn against R. Ruck, who rode a Star bicycle. The wheelman won by one and a half minutes. His time was nine and a half minutes, and the combined time of the skaters eleven minutes.

WHEEL CLUB DOINGS

NEW YORK. — At the annual meeting of the New York Club, held 2 February, Capt. Howard Conkling retired from his office, after four years' service, and Mr. Edwin W. Adams gave up the secretary-

ship, which he had held since 6 June, 1881, when he succeeded Mr. K. N. Putnam, on the latter's being elected to the position of corresponding secretary to the L. A. W. The doctrine of Civil Service Reform was duly observed by the promotion of Lieut. J. B. Ray to be captain and presiding officer of the club; the rest of the new officers being as follows: First lieutenant, J. O. Jimenis; second lieutenant, F. M. Daniels; secretary, Edward J. Shriver; treasurer, R. R. Haydock (re-elected); club committee, F. W. Kitching (re-elected), L. O. Macdaniels. The club begins the new year with a membership of 32, all active riders; and to stimulate the interest during the coming season, prizes have been offered to the member riding the greatest number of miles during 1886, not to be less than 1,500; to the member riding on the greatest number of days; to one who makes the longest ride in a single day, the distance to be at least 70 miles; and a consolation medal to the one who makes the smallest score for the year, with the provision that the winner of this prize must ride at least ten days during the year. Last year the highest record was that of F. M. Daniels, who made 1,484 miles, and who was presented at the meeting with a silver mug, and a congratulatory address by Captain Conkling.

EDWARD J. SHRIVER, *Secretary*.

HOOSICK FALLS, N. Y. — The first annual reception and ball of the Hoosac Wheelmen was held in Wood's Opera House, Hoosick Falls, Friday evening, 5 Feb. 1886. The affair was a complete social success. Many of the ladies were in elegant toilets expressly arranged for the occasion. Numerous guests from out of town were in attendance, including a delegation from the Troy Bicycle Club, with their ladies. The hall was specially decorated for the occasion, bicycles of the club being tastefully arranged around the room, decorated with the club colors, blue and orange. Maschke's orchestra, of Troy, furnished the music. They gave a short concert, which was followed by dancing until 1 A. M. The club has recently made application to join the L. A. W.

CLEVELAND, OHIO. — At the Cleveland Club meeting, last Tuesday night, the following officers were elected: Captain, Fred. P. Root; first lieutenant, C. A. Payne; second lieutenant, A. C. Rogers; first sergeant, J. Huntington; second sergeant, H. Wagner; bugler, O. H. Judson.

BROOKLYN, N. Y. — At the regular monthly meeting of the Long Island Wheelmen, held 5 Jan. 1886, at the club-rooms, Prospect Park Plaza, Ninth Avenue, Brooklyn, N. Y., the annual election of officers took place, resulting as follows: President, Wm. W. Share; vice-president, George W. Mabie; treasurer, S. W. Baldwin; secretary, Joseph D. Huggins; captain, Charles H. Luscomb;

first lieutenant, Frank L. Donaldson; second lieutenant, G. G. Teller; color bearer, H. F. Donaldson; first bugler, A. W. Stanley; second bugler, E. R. Nichols.

SPRINGFIELD, MASS. — The directors of the Springfield Bicycle Club reorganized last week, choosing Henry Ducker president again, and W. H. Selvey, vice-president. They discussed the programme for the ball on Washington's Birthday, and will have Roloff decorate the City Hall more elaborately than ever before, owing to its present sad appearance. The tickets have been put on sale. A whist tournament was begun last week in the bicycle clubroom, in which eighteen men or nine teams have entered, all with designs on the nobby prizes, the first being silver-headed canes, the second, leather cuff and collar boxes, and the third card cases. Each team plays one game of thirty-three points with each other one, and they hope to play two tables an evening; though but one was occupied at the opening game, last week. The boys are enthusiastic over it, and hope not only for a jolly time, but to find improvement in their playing as well.

SAN FRANCISCO. — The San Francisco Club recently proposed a consolidation with the California Cycling Club, and the plan has been carried out. The combined organization is known as the San Francisco Bicycle Club, and it has elected officers for the ensuing year. President, Columbus Waterhouse; secretary and treasurer, George J. Hobe; captain, Harry L. Miller; first lieutenant, Charles A. McDonald; second lieutenant, Harrison Houseworth; bugler, John W. Gibson.

THE second annual concert, exhibition, and ball will be given by the Northampton Wheel Club, Thursday evening, 4 March, 1886.

EAST BOSTON. — The Maverick Wheel Club has elected the following officers for the ensuing year: Frank H. Brewster, president; W. C. Moore, vice-president; Al J. Rogers, captain; Ralph A. Hahn, first lieutenant; Will Bell, second lieutenant; Herbert Farrell, secretary; D. W. Fowler, treasurer. The reports of the treasurer and secretary showed the organization to be in a most prosperous condition, with much promise for the future. It was voted to reconsider the vote passed at the last meeting to join the L. A. W., and the club elected to defer joining the League for the present. One reason for this latter action of the club, was the fact that the funds have been pretty well drawn upon during the past season in refitting, enlarging, and decorating the rooms, and the desire that the future income of the association should be utilized in still further beautifying the quarters.

PHILADELPHIA. — The annual meeting of the Philadelphia Club was held 9 Feb-

ruary. Officers elected: President, Geo. E. Bartol; secretary-treasurer, H. A. Blakiston; captain, Ewing L. Miller; lieutenant, Edw. W. Burt. Club mileage for nine months, 15,022; against 12,500 previous year of twelve months "Captain's Cup" awarded to G. M. Streeter, for 1,877 miles road riding. Averaged thirty miles per run. Club organized May, 1879. Incorporated December, 1885. Fifty members at present time.

THE Maverick Wheel Club will hold a private party at the Maverick Rifles' Armory, 24 February.

THE Bay City Wheelmen, of San Francisco, will hold a fifty-mile road race, 22 February.

THE Old Dominion Wheelman's Club, of Richmond, Va., will join the L. A. W. after the spring meeting, which takes place in April.

AT the last meeting of the Owl Bicycle Club, of Chicago, the name was changed to "The Owl Cycling Club." They have taken the house No. 3701 Ellis avenue, a beautifully located residence in one of the most select neighborhoods of the South Side, and are fitting it up.

AT a meeting of the Manchester Club held last week, an amendment was made to the by-laws of the club, forbidding its members from cycling on any of the sidewalks of the city. A violation of this order will be punishable by a fine. The offices of secretary and treasurer were made distinct, and the latter was filled by the election of Thomas Powers. W. I. Upham continues as secretary. It was voted to adopt the League uniform.

THE Thorndike Club, of Beverly, invites its friends to attend its fifth anniversary and ball, which is to be held on the evening of 12 March. Music will be furnished by the Salem Cadet orchestra, and dancing will continue until twelve o'clock.

THE Florence Bicycle Club has voted to put its twenty-four members into the L. A. W.

MESSRS. PATTISON, Salkeld, Goldwaith, and Merrill have been appointed as the Massachusetts Club's house committee. The club will soon add a gallery to the wheel-room of its club house.

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APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: A. I. Barton, 50 Third street, Newburgh, N. Y.; W. G. Kendall, 176 Tremont street, Boston, Mass.; Edw. H. Meader, P. O. Box 62, Holyoke, Mass.

APPOINTMENTS.—Consul for New York City, Frank J. Pool, 3 Broad street, New York, N. Y.

TO CORRESPONDENTS

E. D. F. We have made no change in time of mailing.

N. H. V. Thanks for picture.

P. M. Club received and names entered.

S. C. We send paper to club for \$1.00 a year.

Q. U. It is made with side and bar steering.

S. M. F. We have added the photo to our collection.

A. C. R. We acknowledge the error in the second case.

J. J. J. In hand. Next week.

H. R. Lewis. Thanks for information.

W. L. SURPRISE. Thanks for paper.

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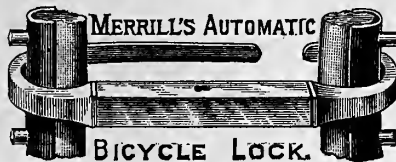
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The "QUADRANT" has set the fashion for bicycle steerers, and sustains the merits of the principle far ahead of all competitors.

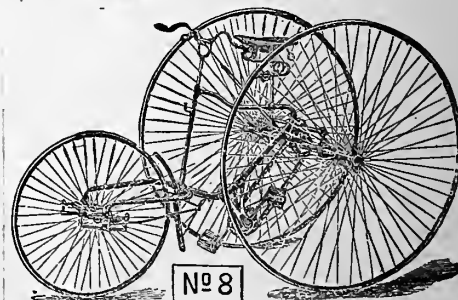
The "QUADRANT" led the way in large pilot wheel; no imitation yet made can stand a moment's comparison.

The "QUADRANT" has no fly-to-centre steering, commonly misnamed "automatic." The pilot wheel rests securely wherever it is set, so that the handle may be loosed at pleasure; the hands do not clutch the handle, but rest lightly in place.

The "QUADRANT" has its pilot-wheel axle sixteen inches in front of the steering post, so there is no vibration up the arm bones of the rider.

The "QUADRANT" has no soft bearings and no breaking balls; it has lavished upon it the best of workmanship and the choicest of materials.

The "QUADRANT" is original in design, copied from nobody; was invented by he people who make it, and is made by the people who invented it.



The Rover Safety Bicycle, the Only Real Safety.



"I can but wonder and admire. The astonishing capacity the Rover possesses for mounting hills, the almost entire absence of vibration, its great safety down the very steepest hills, and, as sufficiently proved on the 26th inst., its unrivalled speed, are points which strike the convert from the ordinary bicycle, and other so-called 'safety bicycles' (which, however, is a palpable misnomer) most forcibly." — *Percy G. Hebblethwaite*.

"I have in the last few weeks, since my return from America, tried, I believe, every style of safety bicycle, and I can honestly say that, in my opinion, the Rover is far the best, especially over rough roads and greasy macadam, or sets; as a hill-climber I believe it to be the equal of any." — *J. R. Hamilton, Jr.*

J. A. R. UNDERWOOD, Washington St., Dorchester, Boston.

B. SCHULENKORF & SON,
MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

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Patented in England and the United States.

Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily* and *quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer 63 and 70 Wabash ave., Chicago, Ill.



"Home Exerciser"

For brain-workers and sedentary people,

Gentlemen, Ladies and Youngsters; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific,

durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dowd.



Published every Friday

— BY —

E. C. HODGES & CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter

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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 26 FEB., 1886.

THE LEAGUE MEETING.

THE spring meeting of the Board of Officers, L. A. W., was held on Monday last, in New York. In our news columns will be found a report of what was accomplished at the meeting. The League has become so large, and has so much important work in hand, that changes in the rules cannot be avoided, and much of the time of the officials is necessarily taken up in the consideration of these rules.

THE New York meeting had before it several propositions of importance, and the way they were met will, we think, meet with the approval of the general membership.

IT has become apparent that the annual business meeting of the League is unwieldy, and not representative to the extent that an officers' meeting is. An attempt was made to do away with this meeting, and give the entire government of the League to its officers. In many respects this step would be a wise one, but, on the whole, we do not think it advisable. The members want, and should have, a chance to be heard. The meeting is a sort of a free parliament, where the "kickers" can "kick," and the rank and file give expression to their ideas. Moreover, this should be a high court of appeal from the action of the officers, when a party may feel himself aggrieved. One by one the powers of the rank and file have been taken away, until now there is little for them to do at their meeting. Let us not take away the meeting. The proposition was lost by a vote of thirty-seven to thirty-eight.

THE tenure of office of the Secretary-Editor has been given a permanency that it did not have before, and yet the Board of Officers can easily remove an official without impeachment, if they think the step a wise one. This is as it should be. The officer has important duties, and experience will make his services of great value to the League, and his position should not be placed at the hazard of the whims of any faction that may arise to defeat him.

LIFE memberships have been established, and by the payment of \$10 one may become a member during life. This will give a working capital to the League that can be used to advantage, and in many other ways benefit the organization.

THE League will, in future, pursue a broader policy in defending the rights of members, and will extend its aid to all those who seek at law redress for wrongs inflicted.

WE have always believed that a wise expenditure of money was a good policy for an organization like the League to employ, and better than the creation of a fund. It may be that the League Executive Committee sees a way to pay for all that the officers paved the way for, but we confess to certain doubts. We do not well see that we can hope to have more than eight thousand members the

current year, and from these the League gets but fifty cents each if they be renewals, and \$1.50 each if the membership begins this year. The Secretary will receive \$3,500 if he uses all that has been appropriated to his office, and large expenses in addition to this will have to be met in that department. This will leave not a very large sum to pay other expenses, including the lawyers' fees when the League goes to law.

THESE things incline us to look for a heavy drain upon the treasury, and one should not be surprised to see it exhausted. And yet we want to see the good work go on, and we believe the officers have done well. There will be no lack of money if it be wisely expended, and we believe the members can be depended upon to furnish all the money the officers want to use in promoting the interests of the sport.

LITIGATION.

THE present litigation which is going on between the two leading cycle manufacturers is of the greatest interest to wheelmen. It involves the maintenance of the present control of the wheel trade, or the opening of the market to competition.

Those patents which are indispensable to first-class machines, and can stand the test of law, will of course survive; but the straws will be swept away, and the atmosphere will be cleared, so to speak, of a great deal that exists only in the imaginations of the owners.

The particulars of the contest will be given at length in these columns, and wheelmen will have an opportunity of judging for themselves as to the merits of the cases.

This paper is published in the interest of wheelmen; and therefore anything tending to an improvement in wheels, or a reduction in prices, will be duly encouraged; and we intend that our readers shall have an opportunity of knowing the latest developments in this direction.

It may not be generally known that the real foundation patents on the bicycle have virtually expired, and the control is held by patents on the component parts of the machine.

The cases referred to will contain many important developments, and will be watched with the greatest and most vital interest by the wheeling public.

None of the many cross-suits has actually been before the courts, but on Monday next the first suit on rights in the tricycle will be argued before Judge Colt, in the U. S. Court, in Providence.

Down the Steps.

For our picture this week we are indebted to the H. B. Smith Machine Co. The *Mechanic* thus speaks of it:—

"Our illustration is a production by the Ives process, from a photograph taken by Rex Smith, 19 May, 1885, and represents Will S. Robertson, of Washington City, descending the Capitol steps the seventeenth time. We believe Capt. H. S. Owen was the first to descend these steps on a bicycle, and next the feat was accomplished by Rex Smith, whose photograph has been exhibited all over the country as 'A Shooting Star,' for the purpose of illustrating the instantaneous process of making negatives.

"The young man represented in our engraving has practised the steps so as to make the descent in perfect safety, and delights in going down the steps to amuse his many friends. He is also an accomplished fancy and trick rider on the Star, and performs some wonderful feats."

Spring Meeting of the Board of Officers, L. A. W.

THE spring meeting of the Board of officers, L. A. W., was held at the Grand Union Hotel, New York, on Monday last.

There were thirty members of the Board present, and the proxies used gave a voting strength of eighty-one.

The Board was called to order at 10 A. M., by President Beckwith, who congratulated those present on the large attendance of representative men, and the prospects for a harmonious and a fruitful meeting.

Among those present were N. M. Beckwith, New York, president; E. M. Aaron, Philadelphia, secretary; F. P. Kendall, Worcester; Stephen Terry, Hartford, vice-president; Charles E. Pratt, Charles S. Howard, Abbot Bassett, and W. I. Harris, all of Boston; E. F. Hill, Peekskill, N. Y.; George R. Bidwell and John C. Gulick, New York; W. T. Williams, Norwich, Conn.; G. D. Gideon, Philadelphia; W. M. Frisbee, New Haven, Conn.; C. G. Huntington, Hartford; A. H. Hibson, Brooklyn; W. S. Bull, Buffalo; C. K. Alley, New York; H. S. Wood, Philadelphia; I. R. Adriance, Poughkeepsie; T. J. Kirkpatrick, Cleveland; G. C. Brown, Elizabeth, N. J.; E. A. Caner, Brooklyn; H. E. Ducker, Springfield; J. D. Pugh, Cleveland; E. W. Johnson, Jersey City; T. S. Rust, Meriden, Conn.; Knight L. Clapp, New York; W. H. Parsons, Newark. The corresponding secretary read a report, and gave a list of the present membership of the League by States. The fol-

lowing list shows the number of members credited to each State on 31 December, 1885, and the number at the time of presenting the report. It will be remembered that all memberships in the first column expired on the date given, and the second column represents the renewals and accessions during January and February.

	31 Dec.	22 Feb.
Alabama.....	1	8
California.....	13	89
Canada.....	5	3
Colorado.....	28	29
Connecticut.....	355	370
Dakota.....	4	4
Delaware.....	4	4
District of Columbia.....	49	45
England.....	0	1
Florida.....	0	0
Georgia.....	1	3
Illinois.....	283	213
Indiana.....	75	70
Iowa.....	67	42
Kentucky.....	42	40
Kansas.....	7	17
Louisiana.....	26	40
Maine.....	63	53
Maryland.....	88	51
Massachusetts.....	591	776
Michigan.....	77	114
Minnesota.....	67	40
Missouri.....	94	100
Montana.....	2	2
Nebraska.....	15	18
New Hampshire.....	82	72
New Jersey.....	493	547
New York.....	1,028	849
North Carolina.....	9	6
Nova Scotia.....	2	2
Ohio.....	582	494
Oregon.....	0	2
Pennsylvania.....	839	865
Rhode Island.....	30	60
South Carolina.....	3	0
Texas.....	3	4
Tennessee.....	6	38
Utah.....	6	7
Vermont.....	58	63
Virginia.....	5	21
West Virginia.....	21	19
Wisconsin.....	17	10
Wyoming.....	33	40
Mississippi.....	2	2
	5,176	5,233

This shows a very considerable gain for so short a time. It was stated that upwards of 1,700 members had failed to renew, but renewals are coming in every day, and a member is not delinquent till 1 March.

Questions were asked relative to the financial aspect of the *Bulletin* enterprise. The editor made an explanation, in which he said the paper was almost if not quite self-supporting. It was started in July, at a time when advertisers were doing little advertising; and although it paid very well during the summer and fall months, it ran behind hand in the winter, and about the beginning of the year there was a shortage of \$275, which would be made up in the coming spring

months. The membership committee submitted a report, giving details of the business that had been before them the past season. Treasurer P. F. Kendall's report showed the amount received from applications for membership during the year to be \$1,075, and that from renewals \$1,361.50. The committee on rights and privileges, through its chairman, Mr. Charles E. Pratt, submitted a long report on the so-called North Carolina case. This grew out of an act passed by the legislature of North Carolina last year. The Wilmington Turnpike Company was incorporated in 1875, for the purpose of building a turnpike, and by the Act of 1885 all persons were forbidden to ride over the roads on a bicycle or tricycle, except by permission of the superintendent. This act is not prohibitive; it is regulative. The intent of it is to regulate travel, and the power to do so is placed in the hands of the superintendent. The committee recommended that steps be taken to make a test case in the courts by sending two wheelmen over the road, one of whom should ride for pleasure, and the other for business; they also recommend that the wheelmen labor to get permission to ride on the pike under restrictions such as are imposed in Central Park; and they also recommend that strong efforts be made to create a public opinion in favor of the wheel, which shall lead to a repeal of the law when the Legislature meets in 1887.

A letter was read from Mr. Yopp, of Wilmington, in which he stated that the superintendent had been asked to allow wheelmen to ride on the pike, and he had refused so to do, unless they would furnish a bond of \$50,000 to secure him and the company against possible damages. Mr. Yopp suggested retaining additional counsel in the matter. The report was accepted, and the committee was authorized to retain additional counsel.

Mr. H. S. Wood, for the Bureau of Information, submitted a report, in which he reviewed at length the work that had been done in the different States in publishing road books. Some \$6,500 has been spent in all, and now a very large number of good reliable road books are in use. The Pennsylvania division has expended \$1,300, the Massachusetts division \$800, the New York division \$650, and the Ohio division \$600. He urged the great benefit to be gained by making of equal size the pages of all road books issued under League auspices, for then plates could be used to advantage in exchange between the divisions. The Pennsylvania Road Book has many New York roads in it; Mr. Barkman, of Long Island, has compiled a book for Eastern New York, and Mr. Bull has a book for Western New York. Bring these together, and a very good road book of the State can be made. He also recommended that all League road books be supplied to no one outside the League.

Mr. Terry, for the committee to whom was referred the matter of incorporating the League, reported that the idea was

not feasible, for reasons already made public.

The Board then considered the amendments proposed by the committee to the Constitution and the By-Laws.

It is beyond the power of the Board to amend the Constitution, and the committee submitted its ideas in regard to changes in this, with a view to have the Board recommend certain changes to the League at large.

The initiation fee was recommended to be increased from fifty cents to \$1.00.

Life memberships were recommended, the fee to be \$10.00.

A few verbal changes and alterations of little importance were made in the articles relating to the duties of officers. The salary of the Secretary-editor was increased to \$1,500, and he was allowed any part of \$2,000 for clerk hire, and his expenses for postage and stationery.

A proposition to do away with the annual business meeting of the League led to a long debate, and was finally lost by a very close vote.

It was left to the Racing Board to decide whether or not it was advisable to have a race meeting at the annual Meet.

The provision in the old rules for an Executive Committee constituted that committee of the president, the vice-president, and one chief consul elected at large. A change was made whereby it was provided that any member of the Board shall be eligible to the third place.

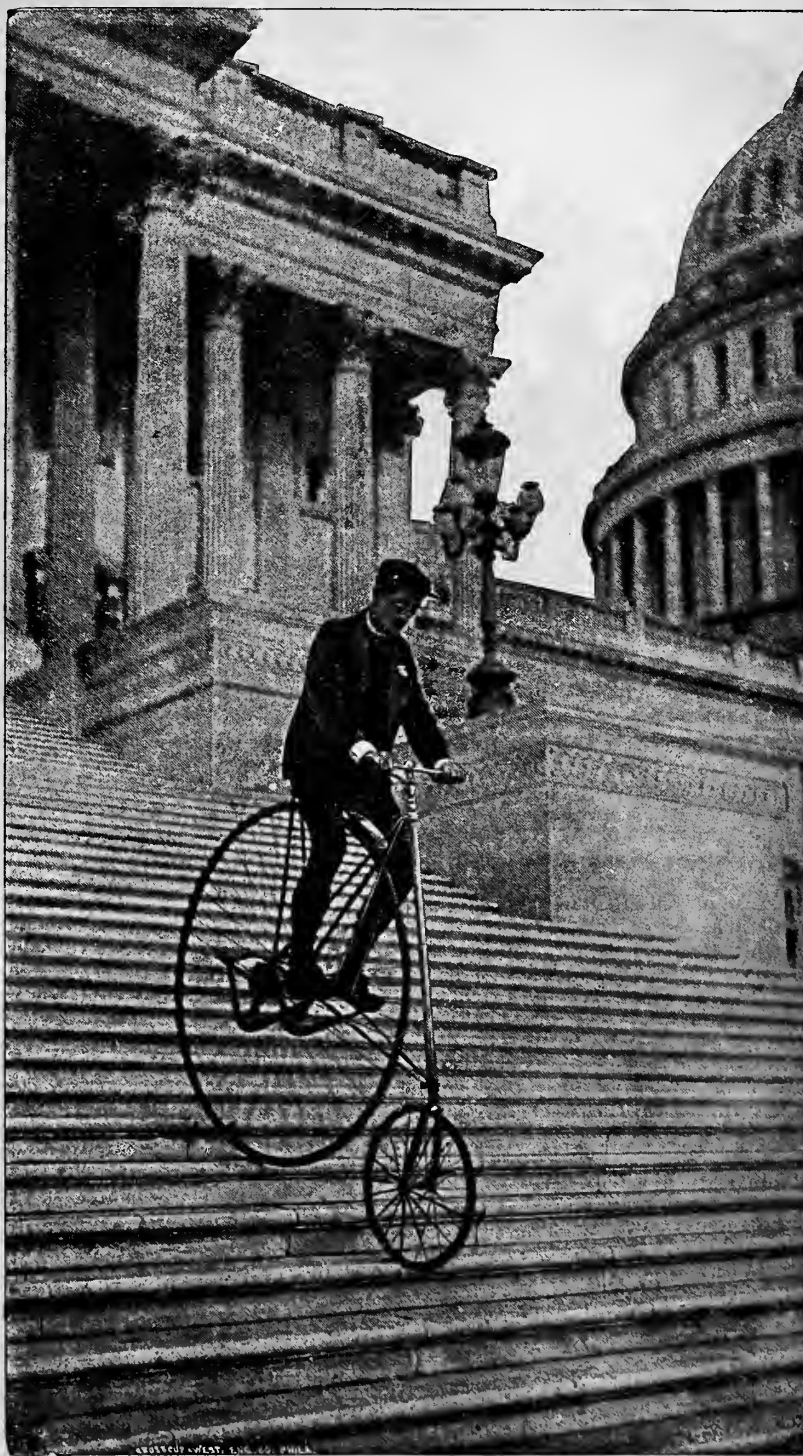
The duties of the Touring Board, the tour master, and the bookmaster were defined.

It was proposed to continue the secretary in office so long as he shall give satisfaction. This led to a long debate, in which it was advanced that it would be better to elect the officer for one year, for three years, and for life. The different factions were harmonized by a provision which was inserted to provide that the board of officers may at any time by a two-thirds vote declare the office of secretary vacant, and call for a new election, notice of the proposed step having been given one month in advance. With this provision in the rules, the members were content to elect the secretary for a term bounded by his good behavior.

An important change was made in relation to League dues. The year was divided into four parts, and those who join the first quarter are to be assessed \$1.00; those who join the second quarter, 75 cents; those who join the third quarter, 50 cents; those who join the last quarter, 25 cents.

An attempt to amend the amateur law by allowing amateurs to compete with professionals for a prize, was voted down by an overwhelming vote.

It was stated that Mr. D. H. Renton had threatened to have Mr. Geo. Sander-son, of Philadelphia, arrested if he dared to enter New York City. This threat was made on account of the article which appeared in the *Bulletin*, calling for a reform in dress on the race track, in



which Mr. Renton thought he saw a reflection upon himself. The editor of the *Bulletin* was arrested on this same charge last fall while passing through New York. It also appeared that Mr. Renton has threatened to sue the whole board of officers, if he was expelled. The board, by a unanimous vote, decided to expel Mr. Renton.

It was voted to be the sense of the meeting that the League take up cases at law in which wheelmen are striving to maintain their rights as wheelmen, and that a broader field of operations be opened up. In former years the League has taken the position that it was not called upon to contest cases in court where the law had been clearly broken,

and could only take up test cases. Now it proposes to go a little further and extend a helping hand to wheelmen who have been imposed upon. Mr. Pratt made this proposition, and he cited the well known cases of Joslin, of Newburg, the Dalton case, and others. It was suggested that the cases be handled in the lower courts by the State divisions, and if an appeal be taken the National body should come in.

On motion of Mr. Pratt, it was voted to reimburse Mr. Aaron for his expenses in the Renton case, since he had been put to these charges for action in the regular line of his duty.

Mr. Alley gave notice that he should at the next meeting of the Board propose an amendment to the By-Laws, to fix more definitely the date for the annual meeting.

It was unanimously voted to accept the invitation of the Massachusetts division, to hold the League Meet in Boston, 27, 28, and 29 May.

By a unanimous vote, Dr. N. M. Beckwith was invited to be Chief Marshal of the parade.

Pope v. Overman.

DEPUTY United States Marshal Galupe, of Boston, attached all the property of the Overman Wheel Company, at Chicopee, on Saturday, 13 February, in a suit brought by the Pope Manufacturing Company, and Col. A. C. Woodworth was made keeper of the same. Attachment was also made against all bicycles and parts of bicycles that are being made by the Ames Manufacturing Company for the Overman Company. This shut-down is the result of long litigation between the Pope and Overman people, and all work for the latter will stop until matters can be adjusted. About one hundred and fifty men who have been employed by the Ames Company will thus be thrown out of work. The same day an attachment was put on the company in Boston, and a keeper has been standing guard over the property at the Boston office. No steps have yet been taken to remove the attachment by giving a bond, and it is understood that the Overman Company will try to relieve itself in other ways. Under the attachment, a bond of \$25,000 is required from the Ames Company, and one of \$20,000 from the Overman Wheel Company.

In the case of Pope *vs.* Overman, argued before Judge Gardner in the Supreme Judicial Court, at Boston, 12 January, a decision has just been rendered. In this case the Pope Manufacturing Company sought to restrain the Overman Wheel Company from selling tricycles made under alleged infringement of patents held by them. As a first step, the Overman Wheel Company demurred, and the case came before the court on the demurrer. The judge rendered a decision 13 February, sustaining the demurrer, and this throws the whole case out of the courts.

Handle Grips.

THE handle of a bicycle is a small thing in itself, but for all that its suitability or otherwise forms a considerable factor in a day's enjoyment when on the wheel. The ordinary and generally recognized shape of the handles, viz. like those of a bradawl with bulbous ends, evidently originated with our manufacturers taking—in the earlier days of the trade—those handles which were offered to them by handle-makers without especially considering their suitability or otherwise for cycle use. Any one, however, who has ridden a side-steering tricycle for any length of time, or who has used any other shape of handle on a bicycle long enough to get accustomed to it, and has then gone back for a time to the ordinary style, will have noticed and felt the singular unsuitability of the handle in question. It is now nearly eight years since any change in handles was first mooted, and we ourselves for some time used perfectly spherical handle grips, the suggestion of a well-known South of England cyclist, who fitted a pair of billiard balls to his own machine. These were good in many ways, and a considerable improvement upon the ordinary type. About the same time, however, a maker in the South of England commenced to fit what are now known as T handles, the grips being placed at right angles to the bars. For two years or more we have been using this pattern handle exclusively on our bicycles, and unhesitatingly say that the general principle of this handle is correct. What is wanted to secure perfect comfort for the arms in a handle, is that the hand and arm should be placed in a natural position. We ask any one to calmly look at the facts, and say whether the position of the hand in hanging on to a horizontal bar—which is, practically, what the ordinary handle comes to unless it is gripped by the really small end—is a natural position? Let any one stand upright and allow their arms to drop freely by their side, then close their hands, as in gripping anything, and see the position the hands will occupy. It will be found that they do not set across the body, but nearly parallel by its side, and rods held in each hand would be found to converge together at a point some six or seven feet in advance, and about on a level with the person's head. The handle, then, in common sense, should be so arranged as to give this position of the hand the fullest scope. The T handle does this, and so does what is termed the "spade" handle, which has been adapted from the tricycle by one or two makers and riders; and another form of handle, in which the handle-bar ends are bent round at right angles to themselves, likewise gives the desired position. It will be easily seen from this that the shape of the grip, as well as its position, is wrong; for if placed in the way described, the bulbous end would be terribly uncomfortable. What, therefore, is wanted in the shape is a large oval, taper-

ing slightly from the centre to the ends. We have heard one or two riders say that they have tried T handles and have not liked them. It has not, however, been far to see that their handles have been set at a wrong angle. A little consideration will show that with a handle in this position it must be exactly right or it will be altogether wrong. We have seen makers fit a T or "spade" handle perfectly horizontal. Such a position, it will be easily seen, will strain the wrist or grasp the handle. On the other hand, we have seen them fixed very nearly perpendicularly, a mistake equally to the other extreme; and in fitting a handle of this type, care should be taken that it is just at a slight angle—say 20 degrees, or thereabouts—out of the horizontal. During the last few years we have been pleased to note the slow, though very steady, increase in the number of handles of this type fitted, and we hope to see, before many more years have passed, the T, "spade," or backward sloping handles universal.—*Henry Sturmey in Cyclist.*

CURRENTE CALAMO

Ye Cycler.

PEDALS ever turning —
Fancy riding learning;
Of his record blowing,
Splendid (paper) showing.

Through the country riding,
Down the hillsides gliding;
'Neath the shade trees resting,
Bad cigars digesting.

Knickerbockers wearing,
Tight and always tearing;
Hose with cotton stuffing, —
Up the steep hills puffing.

Headers always taking,
(Pleasant little shaking),
Lint and bandage wearing,
Not a centime caring.

On a whistle tooting, —
Sets the small boys hooting;
Cycle always breaking,
Dealers shekels raking.

Et cetera, ad infinitum.

PEDALS.

179.

TREMONT Street.

OUR new address.

FIND us there after 1 March.

NO. 5678, whose "Random Pencillings" have appeared from time to time in our paper, has written and published a pamphlet called "The Advantages of Cycling." He presents the advantages in a very attractive way, giving practical suggestions on learning and riding, and a great many hints as to the choice of a machine.

WE have received a book from Messrs. Stoddard, Lovering & Co., of Boston, en-

FACTS WORTH READING

— ALL OF — WHICH CAN BE PROVED!

- IT IS A FACT** That the **RUDGE CYCLES** are made in Coventry, England.
- IT IS A FACT** That **RUDGE & CO.** are the Largest Manufacturers of Cycles in the World.
- IT IS A FACT** That **RUDGE & CO.** will always be at the front, no matter what happens.
- IT IS A FACT** That the record of the **RUDGE**, on the hill, on the path and on the road, bears evidence to its success in the past.
- IT IS A FACT** That **RUDGE & CO.**, and their American Agents, **STODDARD, LOVERING & CO.**, will be even more successful in the future.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** fear no opposition, and do not depend on the success of one or two specially good riders, but call attention to the performances of the **MAJORITY** of riders on the road and path.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** intend placing the best and largest line of Bicycles, Tricycles and Safeties on the American market early in the Spring, which will be hard to approach.
- IT IS A FACT** That the **RUDGE LIGHT ROADSTER** has been ridden 257 miles in one day; the **RUDGE RACER** holds the **ONE-MILE WORLD'S RECORD OF 2.31 $\frac{2}{5}$** ; the **RUDGE SAFETY** holds the One-Mile World's Record of 2.43, and the 24-hour Record of 198 miles; and the **RUDGE TRICYCLE** Record of 2.49 has never been beaten.
- IT IS A FACT** That you had better keep your eye on the advertisements of **STODDARD, LOVERING & CO.**, and see what is coming.
- IT IS A FACT** That you will make a mistake if you buy a Bicycle, Tricycle, Tandem or Safety, before sending for **STODDARD, LOVERING & CO.'S** Catalogue.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, BOSTON, MASS.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 2 & 4 East 60th Street.

The American Twenty-Four-Hour Record was Broken on Nov. 20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which Stood the Test Without Weakening a Part.

A 57-INCH APOLLO Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

REDUCTION IN PRICES.

THE GREATEST BARGAINS EVER OFFERED.


FINAL CLEARANCE SALE.

REDUCTIONS FROM \$40.00 TO \$75.00.

Highest Grade, Brand New, Perfect in Every Respect. All Weldless Steel Tube and Interchangeable. BALL BEARINGS to Both Wheels. ALL SIZES.

American Club, Sanspareil Light Roadster, American Sanspareil, American Roadster.

PRICES FROM \$60.00 TO \$90.00.

 Machines are sent ON APPROVAL, and may be returned if not SATISFACTORY, and Money will be REFUNDED.  SEND FOR PRICE LIST AND PARTICULARS.

TESTIMONIALS FROM PURCHASERS.

After giving the 57-inch Sans Light Roadster a trial of over five hundred miles of hard riding, I am more than pleased with it. It gives me entire satisfaction.

WM. M. FRISBEE,
President New Haven Bicycle Club.

My Sans Light Roadster is as near perfection as a wheel can be.

N. K. NOVKS, Manchester, N. H.

My 55-inch Sans Light Roadster suits me exactly. My weight is one hundred and seventy-five pounds. I am highly pleased.

J. L. ROSS, Eufaula, Ala.

The 56-inch American Roadster has proved perfectly satisfactory, and is really more than you represent it to be.

G. W. GREEN,
Cuthbert, Ga.

The 28-inch American Sanspareil was perfectly satisfactory, and I consider it the best wheel made.

H. K. FOX,
York, Pa.

S. T. CLARK & CO., 2 Hanover Street, BALTIMORE, Md.

titled "The Agents' Guide, or how to make money by selling the Rudge bicycles and tricycles." The book is compiled by their manager, H. D. Corey, from material collected abroad and in this country, and from practical experience for the last four years in the bicycle business. The contents includes chapters headed as follows: The Present Want in the Cycle Trade; Where to Commence and How; About Hiring,—The Safest Plan; Second-Hand Machines and Exchange; Repairs—What Shall we do with them; Advertising—When and how it Pays; Sundries, and How to Select Them; Best Machines for Sale and Hire. The book gives a good deal of information in regard to working up and pushing the business. No book of this kind has been issued before this, and to parties desiring to develop the wheel business, we would recommend sending stamp to the above firm for a copy.

THE next WORLD will be issued from our new office.

WE are about the only one who can tell what is to be in the next world. We know all about it.

THE Leinster (Ireland) Bicycle Club has presented a gold pendant to Mr. H. Walker in recognition of his riding two hundred miles in 23.48, which stands as Irish record for twenty-four hours' ride.

WILL. A. APP, captain of the Star Wheel Club, of Cleveland, Ohio, died of malarial fever, at Memphis, Tenn., last Saturday.

WE got a glance of an advance copy of Rudge's catalogue for 1886 last week, and we turned first to their new tricycle which they call the Crescent. It is similar to the Quadrant in having a large front wheel, and dispensing with a fork, and, as in the Quadrant, the wheel is turned by pulling on the ends of the axle. The steering is of the bar description, but the rod is well back from the small wheel. The wheels are forty-two and twenty-six, and the standard gear is fifty-two. The cranks are from five to six and one half inches in length, and the weight of the machine is under seventy-five pounds. Messrs. Stoddard, Lovering & Co. expect a sample of the machine in a few days, and they will make it one of their specialties the coming season.

WE are in a position to state positively that, after the Union championships, R. H. English will join the professional ranks. And when we record this fact we say "Bravo! Bob English!" and hope the manly example set by the honestest *promateur* who ever rode wheels will be extensively followed by those who are in the same position as he is. — *Wheeling*.

THE new valise of the Coventry Machinists' Company is a very convenient receptacle for tools. It is made with not only the separate pocket for every tool, but with a leather flap in front, which is made to fall down so that each spanner

can be seen and extracted without any trouble.

MR. H. H. GRIFFIN has been elected official handicapper of the N. C. U. for the London district, beating Mr. G. P. Coleman in a ballot for the office.

HENRY IRVING has accepted the presidency of the London Cyclists' Club.

REFERRING to Mr. Hogg's motion at the last meeting of the N. C. U., which looked to the repeal of the amateur law, *Wheeling* says:—

"Perhaps never in the history of Union debates has a more closely argued, logically contended speech been delivered than that of Mr. Hogg, and it is a great pity that with common-sense and unanswerable arguments on one side, and the flimsy pretence of an amateurism which has no real existence in fact on the other, the outside influences of other sports should have brought about such a position that escape from voting against Mr. Hogg was impossible. In our opinion, the question is not settled against Mr. Hogg yet. It is only deferred. Time and the intrinsic rottenness of the existing state of things must, if there is anything in the connection between cause and effect, bring the fraud of amateurism to a crisis before many months have passed."

MANY of those who have ridden the Crippler form of tricycle, have complained of the vibration coming from the little wheel. A correspondent of the C. T. C. *Gazette* says this about the new machine for 1886. "Messrs. Humber and Co., of Beeston, have so improved this machine that the new pattern for 1886 will be practically free from this objection. They have effected this object by inserting a spring *inside* the front upright tube, continued from the front fork up inside the upright tube before referred to. The weight of rider and machine now rests upon the spring, the spring thus acting as a cushion between the front wheel and the rider. The effect is, that when passing over irregular roads, instead of the irregularity of the road communicating its effect to the handle-bar and the rider, it is absorbed by the said spring, which I may say in passing is called by the makers "The Anti-vibrating Spring," and having ridden the new pattern I can fully testify that the name is no misnomer. They have also applied this arrangement to their safety bicycle, and in practice it is thoroughly efficient.

MR. FRANK J. POOL, of the Citizens' Bicycle Club, has been appointed consul for New York City, for Cyclist Touring Club, and in his hands the consulate should improve, especially when he has the co-operation of Mr. Fred. W. Styles, of the Harlem Wheelmen, consul for Harlem. There is a large number of C. T. C. members in New York City and the suburbs, and a still larger number of cyclists who are not members, hence a good field for good workers, and we hope to see some fruits from the joint

efforts of two newly appointed officials who have undoubtedly hosts of friends as well as clubmates in New York.

IF our readers see anything strange in our issue of this week, we hope they will forgive us. Charge it to the League. We have been to New York; and the early part of the week, and the early part of many mornings, has been spent in company with Beckwith and Aaron and Terry and Kirkpatrick and Gideon and Bidwell and Kendall and Bull, and the rest of the gang. A great many of our readers will comprehend what we are now like, and we know they will forgive any lapses.

THE members of the Lynn Cycle Club have raised \$2,500 among themselves for the proposed track; \$1,000 more is wanted before beginning operations.

WILLIS FARRINGTON, of the Boston Club, will go on the Bermuda tour.

THE ladies of Brighton are to have the unusual advantage of a professional instructor in tricycle riding, arrangements having been made by the "Viaduct" depot people to engage a lady tricyclist to give private instruction in the art. Perhaps one of the greatest drawbacks which have crippled the advance of tricycle riding by ladies, has been the prevalence of the erroneous idea that anybody can ride a tricycle without instruction; and even when a bicycling friend has afforded his assistance to a fair novice, the result is not always satisfactory; but with one of their own sex, skilled in riding the tricycle, to give them private instruction, ladies residing at or visiting Brighton should be able to show a proficiency next season which will go far towards removing the unfavorable impression created by the numerous awkward novices whose frantic exertions cause so much ridicule in the Madeira Road. — *News*.

AT a meeting of Board of Officers of C. W. A., held in Toronto, it was decided to hold the Annual Meet on 1st July (Dominion Day) at Montreal. At this meeting the Canadian Championship for 1 and 5 mile bicycle and 1-mile tricycle will be held. "The glorious old M. B. C." may be depended on to put the thing through in good style.

MR. A. B. BARKMAN and L. W. Slocum, of the Long Island Wheelmen, have compiled a very fine road book of Long Island, which includes through routes to New Haven, Hartford, Springfield, Boston, Albany, Philadelphia, etc., including cycling maps of Brooklyn and Orange riding districts, and part of Long Island. It will contain detachable cycling maps, which are in themselves a most valuable feature, correctly drawn and of large scale; they show at a glance the best ridings. The book will be sold for \$1.00, and will be ready in a short time.

STARLEY and Sutton offer prizes for the best 24-hour road records on the Rover. In case a man makes 300 miles, he will get a 30-guinea gold cup.

NEWS comes to us of the death of H. L. Cortis in Australia. He had been suffering from ulceration of the stomach, and died quite suddenly on 29 December last. As a rider he had no equal at the time he was on the path. He was the first man to ride twenty miles in the hour, and his one-mile record was phenomenal at the time it was made. The *Cyclist* has a long notice of him. It says: "The merit of Cortis's performances as a rider may perhaps be better judged when we say that, despite the improvements in machines, several of his records yet stand on the books. Shortly after his last performance, Cortis successfully passed his examination, married, and with his wife went to Australia, and arrived in Melbourne on 21 Nov. 1883."

"KAUFDROP" is what they call Kaufmann on the other side. He has arrived, and is dividing the interests of the Britishers with Canary.

H. B. HART has concluded to discontinue the *Cycling Record*.

LEONARD AHL, of Boston, who is now in Italy, writes that the roads in that country are superb for cycling. He is doing a good deal of riding on a tandem.

S. T. CLARK & Co., of Baltimore, Md., are having a grand clearance sale, in which they are offering first-class machines at surprisingly low prices. They will handle the Rapid wheel the coming year. Consult their advertisement in another column.

A QUESTION has arisen at Edinburgh as to the amateur status of an individual who used a tricycle to facilitate his business as a commercial traveller; and the committee of the Local Centre expressed the opinion that such a rider's amateur standing would not be affected. This is the correct view of the case, because it is impossible to draw a line between a man who voluntarily rides a tricycle for pleasure only, and one who voluntarily rides for business convenience; where the line between amateur and professional cyclists must be drawn is between those who use a tricycle by preference — instead of other means of locomotion, but who are at liberty to travel by any other means; such remain amateurs — and the men who are employed explicitly to ride tricycles, such as the newspaper and tradesmen's carriers, who, of course, become professionals. In the one case, the man is employed to travel, and may travel by what means he chooses; in the other, the man is employed to ride the cycle. — *News*.

At the finish of the bicycle-pedestrian match, at Auburn, N. Y., 20 February, to-night the score stood: Miss Von Blumen, three hundred and twenty-four miles; Hoagland, one hundred and sixty-five miles. The conditions of the race were that Miss Von Blumen on a bicycle should cover double the distance made by the walker. Miss Von Blumen came into collision with a man who crossed the track near the close of the

contest, and sustained quite severe injuries by a fall.

THE following partial mileage list of the Chicago Club shows that Chicago holds her own in wheeling, as well as in other pursuits. The average per man, 2,826 miles, is an excellent showing for fourteen individual members to make. Many whose mileage runs up into the thousands neglected to keep any track of it, otherwise the average would be much better than it is: J. P. Maynard, 1,500; W. G. E. Pierce, 2,129; S. A. Ribolla, 4,000; F. P. Ribolla, 4,000; Charles H. Thorne, 4,350; Wm. C. Thorne, 4,100; N. H. Van Sicklen, 4,500; J. W. Crennan, 2,000; H. P. Bishop, 2,500; Fred. Ingalls, 2,500; H. J. Ruhling, 1,452; A. Ruhling, 3,534; A. G. Bennett, 2,000. — *Sporting Journal*.

DUCKER AND GOODMAN'S "Wheelman's Reference Book" is progressing speedily. It will contain a deal of matter connected with the history of cycling, records, etc., and a special feature will be lithograph portraits of racing men and noted wheelmen. An advertisement in another column calls on racing men to hurry up with biographies promised, and this gives a clue to other matter which the book will have. It will sell for fifty cents.

FRED. A. FIELDING, of Montana, formerly of Lowell, left a card at our office this week, and we were sorry not to have seen an old friend.

SHE was a brown-haired, gray-eyed prattler at her first ball, and the cycling journalist was informing her that every lady going to club dances was bound to read *Wheeling*. And guilelessly she lifted her shy eyes to his as she asked, "Are you a reporter?" "No!" quoth the youth. "I'm so glad — they're such *criticisms*." He was a bent, decrepit old man, when, ten minutes later, he fell on the neck of Professor Jimmy in the Coventry Club, and wrung the rain out of his long locks. She meant "critics," poor dear! Fact. — *Wheeling*.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

In Regard to the Rover.

Editor Bicycling World: — As I have been very much interested in the descriptions and correspondence which have appeared in the *WORLD* regarding the Rover Safety, I venture a few questions in regard thereto.

Firstly. What are its roading qualities for speed, ease, and hill-climbing power, as compared with an ordinary high class light roadster?

Secondly. How does it compare as to weight with the latter class of wheels?

Thirdly. Are its merits sufficiently well tested to warrant one's adopting it in the place of a light roadster for general riding in the vicinity of Boston?

Some light on these questions from the readers of the *WORLD* will greatly oblige

ROVER.

The Eagle and the Lion.

Editor Bicycling World: — It is with great interest and pleasure I notice that the cycling papers are agitating the project of sending American amateurs to compete with the Englishmen on their own tracks. This month's *Springfield Wheelmen's Gazette* suggests *Weber* on a *Star*, *Rowe* on a *Columbia*, and *Hendee* on a *Victor*. Very good. But it also suggests that it would be a "big paying advertisement to our American manufacturers to send them. Undoubtedly so. But why should we send our amateur champions over under circumstances that would lay them liable to criticism on the hackneyed grounds of makers' amateurs?

Why rather should not every enthusiastic rider in the United States (and who is not enthusiastic over this subject?) subscribe say \$1.00 towards defraying the expenses of such a tour. Would not this, if stirring up were necessary, have that effect, and assure us of their best endeavors, knowing that every rider in the States was personally interested in them? I hardly think you would find many riders who would begrudge the money.

Supposing only that one of these riders should win, who would not feel proud of having helped to effect the victory? If the makers want to advertise their machines, let them send over professionals.

I would like to hear what some of your regular correspondents think of this suggestion.

E. H. GLENN.

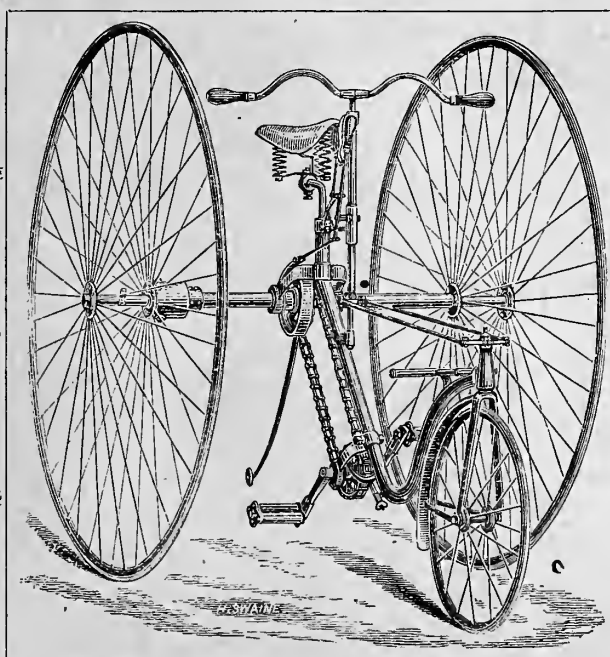
UTICA, 17 Feb. 1886.

League Banquet.

Editor Bicycling World: — Before any arrangements are made for the League banquet, I want to protest against any action of the committee looking to the feeding of the multitude in one room. In all probability there will be a thousand tickets sold, and if you try to set a thousand men down together, it means cold grub and poor service. At the large hotels in Boston there are dining rooms that will seat two hundred and fifty people. How much better would it be to divide the company, and each section take a hotel? The Massachusetts Division might have its banquet, and so might other divisions or clubs. Let us do the way they do at the Harvard commencement. Each class has its annual dinner by itself. We might fill the private dining rooms at Young's and Parker's, and I venture to say there would be more fun for the fellows than there would

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.

SEND FOR
ILLUSTRATED
CATALOGUE.



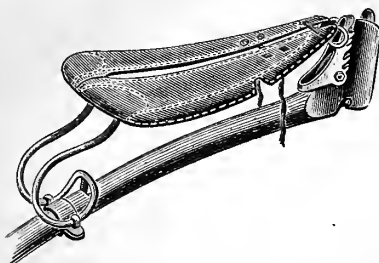
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[*Inventions Journal*, May 16, 1885.]

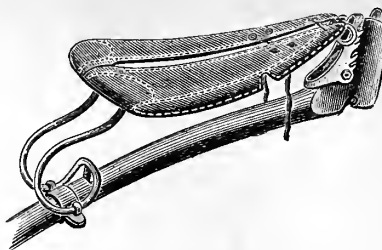
"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, $7\frac{1}{2}$ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.
THE "MARLBORO' CLUB."
(AUTOMATIC STEERING.)

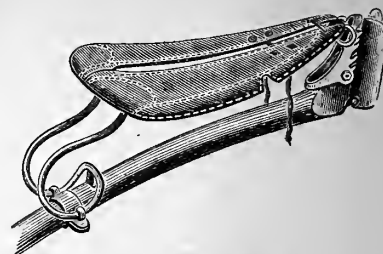
239 COLUMBUS AVENUE, BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, **\$5.00.** Price of Coiled Spring, with Straps, etc., for Old Saddles, **75c.**

FREEMAN LILLIBRIDGE - - - - - Rockford, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

COLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, SPODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.

A Fair Field and No Favor.

We want nothing more. We do not seek to tie our agents up, and prevent them from selling other makes.

The makers of the

VICTOR

are not afraid of competition; the more the better. We do not claim to control the Wheel trade, and expect to sell our wheels to riders on account of merit entirely.

The new model Victor Bicycle will be on exhibition Feb. 15.

OVERMAN WHEEL CO.
BOSTON.

Wheeling ♦ Annual.

The Christmas Number of

WHEELING

CONTAINS

THIRTY LITHOGRAPH PORTRAITS

of noted Wheelmen in England and America, including

BURNHAM, HOWELL,
CANARY, PRINCE,
CRIPPS, SELLERS,
DUCKER, WEBER,
FURNIVALL, WEBBER,
HENDEE, WOOD,

And Others.

BY MAIL, 50 CENTS.

E. C. HODGES & CO., Boston.

Special Notice to Tricyclists.

We have just Received an invoice of

SPARKBROOK

HUMBER

TANDEMS

(CONVERTIBLE),

SPARKBROOK

CRIPPERS

(Automatic Steering, Large Pilot Wheel),

and can deliver on receipt of order.

These machines have ball-bearings all over; double action cradle springs; long-distance saddles; 7-8 and 3-4 tires; wheels 40 inches geared to 54; Sparkbrook differential gear, and are undoubtedly the strongest and most perfect machines of their pattern.

See description in WORLD, 22 January.

Correspondence Solicited.

S. T. CLARK & CO.

be under the old system of things. Each officer of the League might preside at a gathering. By this arrangement we should lose one thing,—we should not all get the same speeches. But there would be more opportunity for members to talk, for each group would have its speakers distinct from the rest. But what, after all, do after-dinner speeches amount to?—nothing. We can dispense with them well enough for the sake of greater comfort and more fun. If we are going to try and feed the whole party at once, let us give up all hope of having a good dinner, and go in for a stand-up lunch.

DIGH NURR.

Parades.

Editor Bicycling World:—I quite agree with you that it is time for the parade to go. The monkey business should be laid aside. I know that there are many who will say that we owe a duty to the people, and should appear before them as wheelmen, but I believe that we owe a duty to ourselves, and should appear before them as earnest men, who use the wheel for pleasure. Why not substitute informal runs into the country for the parade? The citizens of Boston can get along without the show. The wheelmen who are to be our guests will be better pleased by a look at our suburbs than they will by a parade through our streets.

SHAWMUT.

Wheels.

Editor Bicycling World:—The information about machines in the BICYCLING WORLD is very interesting, whether the machines are new or old, but especially the new. The proposition of James A. Chase, in the BICYCLING WORLD of 5 Feb., that the Pony "Star" would be better with a twenty-four inch steering wheel is good. Indeed, I think that no bicycle nor tricycle, for comfortable riding on all sorts of roads, should have a wheel less than twenty-four inches, and even a larger size might be better. The forty-two inch driving wheel of the Pony Star might also be lessened in diameter with advantage for many persons, with the saddle a little more forward than it usually is, the handle-bar also, of course, correspondingly. Then "power traps" would probably not be necessary. But the scroll spring is very desirable on the Star, also an easy long-distance saddle of some approved variety.

One of the peculiarities of the Rover is that it has wheels of forty and thirty inches, making comparatively easy going. But a defect in the Rover is that the small wheel is the drive wheel and the large wheel the steering wheel; with the weight of the rider mostly on the small wheel, which is not reasonable. The small wheel should be the steerer, and the large wheel the driver, with the weight of the rider mostly on the large wheel, and the saddle and pedals brought

down as low as they conveniently can be. Then, I think, the Rover would be nearer perfection than it is.

J. JAKUES.

Random Pencillings.

CRITICISM, in order to be just, must be appreciative. It ought to be positive rather than negative. It is generally better to err through overmuch praise than by unstinted censure. One can usually detect the weak points in extravagant laudations, and be able to approximate the truth. It is harder to find what good really does exist when all criticisms are condemnatory. It does not follow that good criticism proceeds from a partisan. Partisanship equals blindness. But it is true that the requisites for just criticism are a judicial temper, full knowledge, and ability to express fine shades of meaning.

MY brief comments I would not dignify as criticisms. The above preface is to serve as an explanation, if I do any injustice to "safeties." I admit that I cannot regard them with quite the same appreciation that I have for the ordinary, the light tricycle, and the tandem. Nevertheless, I firmly believe that the introduction of the "safety" was an event following hard after the tandem and light tricycle in importance.

ALL the world now knows that the "safety" is only a dwarf bicycle. Part of the world has already learned, in the words of "London W.," in your issue of 1 Jan., "that a mere reduction in the size of wheels does not produce a safe machine." This being admitted, the manufacturers are producing a new type of bicycle, not unlike the old "bone-shaker" in appearance.

No voice seems as yet ready to call a halt to the invention of new "safeties." Probably to do so would be but a waste of breath, for the reaction must exhaust itself. The cry for safeties is in part, at least, a reaction from the combined *real* and *supposed* danger pertaining to the ordinary. I admit that there is some danger in the ordinary when the machine has practically no rake, and the saddle is close to the head; when much night riding is done; when the rider is reckless or careless, or when the roads are particularly bad. The supposed dangers arise from a belief that the dangers above enumerated always exist. The fact is, they can be reduced to so low a point that no man of sense need give up an ordinary for a safety on fairly good roads.

I SUBMIT that no machine unable to stand alone can be *perfectly* safe. The dwarf is safer than the ordinary, because there is less distance to fall. The new, boneshaker-like safeties will be safer still, because of the rider's position between two comparatively equal wheels. Admit-

ting this, I regret that each of these two steps toward safety has done so much to destroy the grace and beauty of the ordinary.

UNDOUBTEDLY there is a place for each type of machine. After the craze caused by such novel introductions has exhausted itself, each type will find its true level. Men and women differ so much in their tastes and needs; riding conditions are so diverse; some want a machine to care for like a blooded horse, others one to use recklessly; and roads are here so good, and there so bad, that each type will have its uses. No one type can possibly supplant all others. Roughly speaking, the order in the not very distant future may stand something like this: Ordinary bicycle, improved light tricycle, safety bicycles, tandems.

5678.

A Budget from London W.

LAST Saturday evening I recovered my Rover from the clutches of the WORLD'S office boy, who had been steeple-chasing with it over desks, unprinted puffs of *X M* miles on a bicycle, and other heavy articles, until the appearance of the machine was somewhat marred. I forgave thee, Willie, and bear no malice, but next time I put a new cycle on exhibition, I will tie a bulldog to it, or enclose it in a barbed-wire fence. I intended to take an evening spin on the road, but a cold western blizzard discouraged me. Not to be outdone by an ordinary weather clerk, I hastened to a small hall about twenty-five by forty feet, and tackled the "latest thing on rubbers."

By balancing on the step for a while, I soon got the hang of the thing, and slipping into the saddle pedaled round and round my limited field, with constantly increasing confidence. It is all nonsense to say that the Rover is difficult to ride. In half an hour I was master of it, and only sighed for better weather and good roads.

THE next day, the seventh in the week, I had quite a spin over the rutty, frozen roads near my home, and had no difficulty in riding and guiding the machine, and each mile added to my skillfulness and increased my good opinion of it.

A SHARP little fellow sat quiet and still,
Singing willow, tit-willow, tit-willow!
And I said to him, pray, what makes you so ill?
Oh, willow, tit-willow, tit-willow!
O tell, what is the matter, I cried:
Have you got a bad pain in your little inside?
He rocked to and fro, but only replied,
Oh, willow, tit-willow, tit-willow!

He drew a long breath and dropped a great tear,
Singing willow, tit-willow, tit-willow!
And said, do you see that keeper in here?
Oh, willow, tit-willow, tit-willow!
He sits and he sits, and won't go away
Until Colonel Pope tells him he may;
And that may not be for many a day;
Oh, willow, tit-willow, tit-willow!

But that's only imagination, for here is what is said to the public:—

Boston, 22 Feb. 1886.

Owing to the desperate efforts which are being made to maintain a monopoly of the bicycle and tricycle business, and to the peculiar methods employed for this purpose, we are unable to-day to show a full line of the various sizes and finishes of the new Victor Bicycle, but we assure our friends that the Victor, with all its improvements, will be on the market in time for the opening of the season.

With regard to the proceedings which the Pope Manufacturing Company have instituted against us, we are advised by counsel that our machines do not contain even the shadow of an infringement of a single claim in the patents on which they rely. It is our opinion that the attempt is made entirely on account of the fear of competition with the Victor Bicycle.

Thanking the riders for their support and co-operation which we are continually receiving, we are,

Very truly,

THE OVERMAN WHEEL CO.

182 Columbus Avenue.

And so the war goes on.

THIS I WANT TO KNOW ABOUT.

How the war will end?

Who will win?

If Pope will?

If Overman?

How I can get a new machine without paying for it?

If Willis Farrington is really going to Bermuda?

If he always starts a week ahead of time?

If the M. A.'s will be done away with?

If they can be?

If there is not a good deal of feeling shown in recent advertisements?

Why the dealers don't get together and have a real sociable time?

If the next League meeting will not be exciting?

If Hodges will run for president of the League?

I have been out on a reporting job. I received your instructions to go to Providence and report the great suit of Pope vs. Overman. It was an application for an injunction. Here is your report:—

11.45 A. M. Pope's lawyers in whispered consultation, buried up to their eyes in papers. Overman's party ditto. WORLD man waiting for fun to commence. Court-room hotter than Tophet. Charles E. Pratt, A. H. Overman, and E. C. Hodges only familiar faces.

12.10 P. M. Lawyers all gone to interview Judge Colt. London W. left in court-room.

12.15. Lawyers all come back. This is getting monotonous.

12.30. Case postponed until Monday next, owing to absence of Pen Thurston, of counsel for the defendants. More monotony. London W. sold.

LONDON W.

WHEEL CLUB DOINGS

The Springfield Ball.

THE annual ball of the Springfield Club was held on Monday night last. The event took place in the City Hall. Roloff had decorated the hall with a profusion of streamers, banners, and drapery that made a pretty background for the costumes of the women. The stage was built out, and an arch bore the words, "The Springfield Bicycle Club." The excellent concert dragged by waits, but after the selection from "The Mikado" had been honored by applause, phases of Springfield's two hundred and fifty years of life were heralded by Capt. McGarrett. He called "1,602 the Indian," and H. B. Wadsworth, costumed in the height of savage style, trotted around the hall; "1616, the Puritan," and R. D. White, in the black velvet-guarded long coat and cocked hat, with periwig, followed, poring over the book; "1630, the wood chopper," and J. O. Sawtelle marched along in brown overalls, jumper, and cow-hide boots. E. D. Curtis was the laborer of 1635, W. H. Jordan a beardless but picturesque Miles Morgan of 1645, W. H. Selvey and I. A. Quimby made stiff-backed soldiers of '76 and '60. The "bicycle craze" found its fitting place in the end; F. E. Ripley led forth the old "bone-shaker" of '65, the bicycle in the rough, and E. M. Wilkins, a trim bicycle in the finish. The modern mount was the handsome and taking tandem tricycle which the Rudge company gave H. D. Corey, and that well-known bicyclist, with a daughter of Mr. Ducker on the front, pedaled slowly around the hall in the rear of the procession. Back and forth, up and down, the characters went, and the exhibition was over. The committee of thirty breathed easier; there is still something left to do for the two hundred and fiftieth anniversary celebration. The ground is not entirely cut out from under them.

Willie Haradon, on his every-day mount, an earned did some excellent riding, and expert generous applause. All his tricks were taking and quite well done. There was a pause, and all eyes followed the president and the captain of the club as they brought the untamed trick-mule bicycle, a "bone-shaker" with a broken back and uncertain joints. Prizes could not tempt the boys to mount the beast, after Wadsworth and Haradon had tried in vain. The machine threw them with ease, and laid down on top of them or under them, as it pleased, to the delight of the spectators. It was a mule and no mistake, and was led from the floor. President Ducker, who had hurried home from the League board of officers' meeting in New York to attend the ball, led the grand march with his daughter, the couples fell in, and the dancing began. Supper was served at Hotel Gilmore, and it was a late hour before sixteen figures were done.—*Re-publican.*

LEOMINSTER, MASS.—On 4 March, 1886, the Leominster Bicycle Club will hold their first concert and ball in Town Hall, Leominster. Music, the Russell Orchestra of Fitchburg, Mass., assisted in the concert by Miss Martie Mathews, soprano vocalist, and Mr. J. G. Mathews, Jr., of Providence, R. I., also the Star Male Quartette. The ball is an assured success, the members having sold enough tickets already to make it the party of the season.

THE Springfield Bicycle Club last week heard the report of the treasurer for last year, which showed that the total receipts, including the tournament, membership fees, etc., were \$17,395. The expenditures, including the tournament bills, hall rent, etc., were \$15,933. The net profit from the tournament was \$3,060.

THE stockholders of the New Jersey Cycling and Athletic Association held a meeting at Newark, 4 Feb. About thirty members attended, representing \$7,625 of stock. The following men were elected to act as incorporators and directors: New Jersey wheelmen—David E. Drake, W. H. Parsons, Howard A. Smith, L. J. Hardham, George P. Williams, F. N. White, H. M. Hall, George W. Hubbell, Chester R. Hoag, and S. G. Winter. Orange Wanderers—Dr. R. M. Sanger and J. Warren Smith. Essex Bicycle Club—John B. Lunger. Hudson County Wheelmen—Ross W. Wier. Hudson County Wheelmen—C. E. Kluge.

PRESIDENT F. H. BREWSTER, of the Maverick Wheel Club, was presented with an elegant gold watch chain on Monday evening of last week, by the members of that organization, just before his departure for the West.

PEEKSKILL, N. Y.—At the annual meeting of the Cortlandt Wheelmen, held to Feb., the following officers were elected for 1886: Captain, E. A. Hodgkins; lieutenant, S. A. Meade; secretary-treasurer, A. D. Dunbar; bugler, W. Flockton; executive committee, E. A. Hodgkins, S. A. Meade, A. D. Dunbar, S. Wessels, and D. C. Hasbrouck. The club is in a good condition, financially and otherwise, and numbers in its membership nearly every rider in town.

A committee has been appointed to confer with the Peekskill Ball Club as to the possibility of laying out, on the grounds of the latter, a cinder track for running and cycling, and we venture to hope that this possibility may become a fact in the early summer. Such a track would be a great convenience and pleasure to us, living, as we do, in a country where a half mile straight away level road is unknown. D. C. H.

ELIZABETH, N. J.—Secretary Geo. C. Pennell, of the Elizabeth Wheelmen, sends us the following record of mileages made by the members during 1885.

HOW

TO SELL BICYCLES AND TRICYCLES.

AGENTS AND DEALERS, AND OTHERS INTERESTED IN THE TRADE,

Should send Stamp for Full Directions to

Stoddard, Lovering & Co., 152 Congress St., Boston, Mass.

The total mileage of thirty-nine men, who took the trouble to report, was 38,476 miles, with an average of 986½ miles per man; this includes eleven men who have only reported for from one to three months, but have been put down for the whole year, thus necessarily lowering the average for individual performances. There have been twenty-six runs of fifty miles and over; four have ridden 100 miles in a day, and one has ridden 150½ miles in twenty-four hours, which is the club long distance record. One of our lady members rode 854 miles in seventy-six days over all kinds of roads, including one cross country tandem ride of fifty-two miles in seven hours riding time. The record of those who have ridden 1,000 miles and over is as follows: D. B. Bonnett, 3,442 miles; L. B. Bonnett, 2,815 miles; A. S. Roorbach, 2,659 miles; G. C. Brown, 2,321 miles; A. S. Brown, 2,238½ miles; S. B. Bowman, 1,616½ miles; T. H. Burnett, 1,550 miles; E. J. Runyon, 1,540 miles; G. J. Martin, 1,537 miles; J. C. Wetmore, 1,458½ miles; F. S. Miller, 1,457 miles; S. J. Berry, Jr., 1,425½ miles; J. C. Currie, Jr., 1,331 miles; W. Leary, 1,286 miles; A. Bellinger, 1,073 miles; G. S. Roorbach, 1,060 miles; Geo. C. Pennell, 1,035 miles; Ed. B. Moore, 1,024 miles; Hallett Caldwell, 1,014½ miles,—a total for nineteen men of 31,910½ miles, an average of 1,679½ miles per man. This average, we think, will be hard to beat, considering that nearly all of these members are in business in New York city, and have but few chances for riding. Our record for January, with twenty-one men reporting, was 922 miles, the leading score being 157 miles.

The Orange Wanderers held their annual meeting on 17 Feb., and elected the following officers for the ensuing year: President, L. H. Porter; captain, W. A. Belcher; lieutenants, Dr. R. A. Sanger and C. Hening; secretary-treasurer, C. W. Baldwin; executive committee, L. H. Porter, W. A. Belcher, Dr. R. M. Sanger, C. Hening, Mrs. L. H. Porter, Miss A. H. Johnson.

HUDSON, N. Y.—At the annual meeting of the Hudson Bicycle Club, Saturday, 13 Feb., the following officers were elected for the ensuing year: President, H. J. Baringer, Jr.; vice-president, R.

W. Evans; secretary-treasurer, C. A. Van Deusen, Jr.; captain, H. R. Bryan.

THE Suffolk Club, of South Boston, holds its first annual select party at Gray's Hall, Broadway, on Tuesday, 2 March. Music, Edmonds' Orchestra; dancing until twelve o'clock. All friends are invited.

THE Suffolks will join the L. A. W. at their next meeting, on the principle that every little helps.

DENVER, COLORADO.—At a meeting of the L. A. W. members held at the Colorado Wheel Club rooms, 17 February, a State division of the L. A. W. was organized, with Geo. F. Higgins, chief consul, and F. J. Chamard, secretary-treasurer. A committee on constitution and by-laws, composed of the following members: Messrs. L. B. Johnson, G. B. Sewell, F. A. Miller, and F. J. Chamard, was appointed.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: C. C. Seabrook, M. D., 217 West State, Harrisburg, Pa.; John A. Burchell, 1143 Park avenue,

New York; F. L. Wellman, Rock Springs, Wyoming Territory.

APPOINTMENT.—Consul for Cortland, N. Y., Mr. F. O. Hyatt, Cortland, N. Y.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—One 33-inch Apollo Light Roadster; good as new; run about twenty miles; cost new, \$143.75; price \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch Royal Mail, full roadster; in fine order; \$75. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One Victor trike of the latest pattern; been run only a very little; just about as good as new; \$100. AMERICAN BICYCLE COMPANY, Springfield, Mass.

FOR SALE.—One 54-inch New Ridge Racer; must be sold at once. The best offer over \$100 will be accepted. MARTIN BRECK, Springfield, Mass.

FOR SALE.—Victor tricycle, 1885 pattern; 48-inch wheels geared to 54; also one geared level. W. W. STALL, 509 Tremont street, Boston.

WANTED. A first class and careful cycle repairer. Address with reference, and salary expected. ZACHARIAS & SMITH, Newark, N. J.

Racing Men, Attention!

All racing men who have not received Biography Blank for Wheelmen's Reference Book will kindly send postal, giving address, and they will be sent one. Also, those who have received Biography Blank will kindly forward them, as we wish to have the book ready by April 1,

And greatly oblige,

DUCKER & GOODMAN,

Box 352,

HARTFORD - - - - CONN.

COLUMBIAS OF 1885.

FURTHER REDUCTION.

In view of the several material improvements on Columbia Bicycles for 1886, we offer the patterns for 1885 at a

GREAT REDUCTION.

EXPERT COLUMBIAS, '85.
\$115.00.

For a 50-inch Enamelled Finish, with Columbia "Double Grip" Ball Pedals.

COLUMBIA LIGHT ROADSTER, '85,
\$125.00

For a 51-inch Enamelled Finish, with Columbia "Double Grip" Ball Pedals.

A reduction of \$15.00 on each machine, and a reduction of \$20.00 on nickelled machines.

COLUMBIA
DIRECT SPOKE LIGHT ROADSTER,

(A lighter pattern of the Expert Columbia.)

\$120.00

For a 54-inch nickelled machine with Enamelled Wheels and with Columbia "Double Grip" Ball Pedals. A reduction of \$30.00.

This is the best Bicycle for the money ever offered to the American public. We have them only in the larger sizes, from 54-inch and upwards.

New and Large Salesroom opened on First Floor at Boston Office.

THE PUBLIC ARE INVITED TO INSPECT OUR NEW MACHINES.

THE POPE MFG. CO.

No. 597 Washington St., Boston, Mass.

Branch Houses, 12 Warren Street, NEW YORK, 115 Wabash Avenue, CHICAGO.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

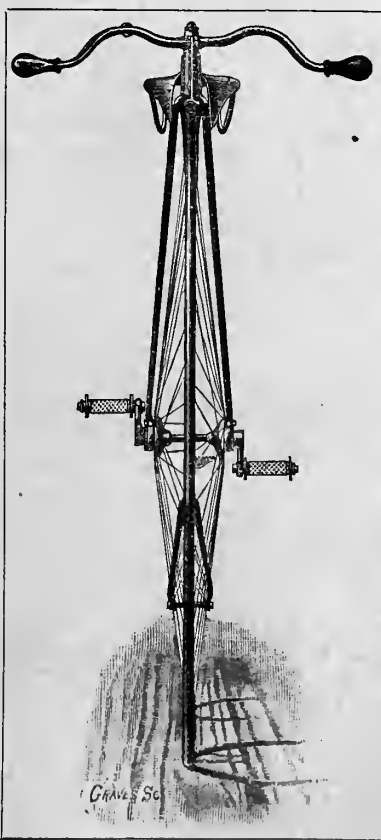
\$2.00 a Year.
5 cents a copy.

BOSTON, 5 MARCH, 1886.

Volume XII.
Number 18.

The OVERMAN WHEEL COMPANY TO ITS FRIENDS.

GREETING: — Whether the Pope Manufacturing Company are trying to get their own, or are simply afraid to come into competition with our new Victor Bicycle, of which we have five hundred ready to ship, we leave for the plain common-sense of the public to decide. They have commenced five suits for alleged infringement of patents, and placed attachments to the amount of \$45,000 on these machines and other property, and taken special pains to make them public. We believe the attachments to be excessive and unwarranted, and have applied to the Circuit Court to reduce the amounts of such attachments, which application will soon be heard. Our counsel advise us that we do not infringe



FRONT VIEW of the VICTOR for 1886.

any of such patents. If the Pope Manufacturing Company had a just claim against us, it could not be for one tenth of the amount of the attachments. We shall dissolve the attachments as soon as the Court shall determine what is reasonable. We hope to be able to withstand its great wealth and its use of power. We rely with confidence on the judgment of the Courts. Thus far the decisions of the Courts have been in our favor.

We shall undertake to resist a great attempted monopoly.

Our friends and the public may rest assured that we shall, within a short time, be prepared to fill all orders, notwithstanding all adverse efforts.

BOSTON, March 2, 1886.

OVERMAN WHEEL COMPANY.

ROYAL MAIL

True tangent Spokes, tied as well as brazed, and wound

SEVEN TIMES,

giving great strength and rigidity to entire wheel.
EXAMINE THIS FEATURE.



[From the New York Cyclist and Athlete.]

"One of our staff rides a ROYAL MAIL, and expresses the following opinion of it: 'As a first-class light roadster it has no superior; it is wonderfully rigid, and I feel no hesitancy in putting it to as hard usage as the heaviest roadster in the market.'"

[From the Bicycling World.]

"The ROYAL MAILS have proved thoroughly reliable, and we doubt if the repairers see them as often as some others."

[From a Letter from an Ohio Bicycling Firm.]

"We shall sell the ROYAL MAIL in 1886, as not a cent was spent for repairs on those we sold in 1885."

The LAKIN PRIZE just awarded the ROYAL MAIL!

5,056 MILES IN 1885 ON ONE WHEEL.

WESTFIELD, MASS., Feb. 1, 1886.

We have this day awarded our CYCLOMETER PRIZE to C. M. GOODNOW, of Westfield, he having made the greatest number of miles (5,056) on one wheel using our Cyclometer in 1885.

J. A. LAKIN & CO.

OFFERED AS THE

HIGHEST-GRADE BICYCLE IN THE MARKET.

A Rigid, Superbly Built, True-Running Wheel.

NO EXPERIMENT.—FOR YEARS PAST A
LEADING WHEEL IN ENGLAND, NOW
IN ITS THIRD YEAR IN AMERICA,
AND **STANDING HIGHER IN
POPULARITY THAN
EVER BEFORE!**

Thoroughly Established in American Favor.
Adopted by Many of the Principal Clubs.

A FAVORITE ON ACCOUNT OF ITS PERFECT FIT-
TINGS, RIGIDITY, TRUE-RUNNING QUALITIES,
AND STRENGTH FOR ROAD USE.

From the great favor with which it has been received since its introduction to America, and the constantly increasing demand which in itself best attests its popularity and worth (where one has been shown or adopted by a Club other orders quickly followed), the worth of this strong Light Roadster,

PERFECTLY MADE IN EVERY DETAIL,

has been quickly recognized and appreciated. That the ROYAL MAIL has met the demand and requirements, we refer to the high testimonials received wherever shown and used, and the splendid work it has done in the long tours and contests the past several years. In the Canadian, Big Four, and other cross-country tours, ROYAL MAILS were in large proportions and evoked each year the commendation of the parties for their strength and easy-running qualities; and as a practical proof of their opinion (and we lay stress on this, since these cross-country trips well try the qualities of bicycles, and should be held as a higher test than racing) we received a number of orders for ROYAL MAILS from the members of these parties on their return.

WESTFIELD, MASS., Feb. 4, 1886.

Messrs. WILLIAM READ & SONS:

Gentlemen,—I have used a number of different makes of bicycles, but the past season have ridden the ROYAL MAIL Light Roadster, and I consider it the most satisfactory of any I have used, and I recommend it to any one wishing a first-class machine. My wheel is in as perfect condition as when purchased. I have ridden it over 5,000 miles the past season, winning the LAKIN GOLD CYCLOMETER PRIZE. Wishing you much success with these excellent wheels,

Yours truly,

C. M. GOODNOW,

Captain Westfield Wheelmen.

THE BEST OF ALL RECORDS OF 1885.

Just now in stock, a few Royal Mails, slightly second-hand, which have been exchanged for different sizes. Good as new. Bargains! Send for second-hand List.

ROYAL MAIL

IN RACING AND RECORDS

A Series of Successes!

As is well known and a matter of record, ROYAL MAILS have won in the past few years a large share of the most important events throughout the country, and obtained the FASTEST RECORDS,—not on boarded floors nor under peculiarly favorable conditions, with pace-makers and no competitors allowed, but on all kinds of tracks, East and West, and in road races, in actual competition with other makes and riders in open contests.

In 1884 the ROYAL MAIL won the TWO FASTEST WORLD RECORDS, by different riders, in actual competition. NO OTHER WHEEL IN THE WORLD has accomplished this nor has such to its credit to-day!

Also won the FASTEST 100-MILE AMERICAN ROAD RECORD, and many other important competitions of that year.

In 1885 the ROYAL MAIL won New Victories at the Principal Meets.

At HARTFORD, Burnham, on a ROYAL MAIL, won more races in competition with the English riders than any other American.

At TROY, EVERY OPEN RACE won on the ROYAL MAIL.

At WEEDSPORT, N. Y., Eight Firsts won on the ROYAL MAIL.

At PITTSFIELD, Four out of Seven Races won on the ROYAL MAIL.

At SCRANTON, PA., Five Races won on the ROYAL MAIL.

At GREENFIELD, GA., Southern 5-mile Championship won on the ROYAL MAIL.

At SPRINGFIELD, O., Three Firsts and Two Seconds won on the ROYAL MAIL.

At ATTLEBORO', in September, Two Firsts and One Second won on the ROYAL MAIL.

At DANVERS, September 19, 1-mile County Championship Race and 3-mile Race won on the ROYAL MAIL.

At BROOKLYN, September 15, New York State Tricycle Championship won on the ROYAL MAIL.

At LEWISTON, ME., September 25, \$500 Championship Cup won on the ROYAL MAIL.

At KINGS COUNTY MEET, BROOKLYN, 3-mile Race won on the ROYAL MAIL.

At WOODSTOCK, CANADA, July 1, 1-mile and 5-mile Races won on the ROYAL MAIL.

At BUFFALO, July 3, 2-mile Race won on the ROYAL MAIL.

At HOLYOKE, July 4, 1-2 mile Race won on the ROYAL MAIL.

At BOSTON, July 4, 2-mile Race won on the ROYAL MAIL.

At MEMPHIS, in May, Eight out of Twelve Races won on the ROYAL MAIL.

At SPRINGFIELD, Hunter won the 1-mile and 5-mile Races on the ROYAL MAIL.

At NEW HAVEN, the Pope Cup was won, for the second time, on the ROYAL MAIL.

At BALTIMORE, Crist won on the ROYAL MAIL.

At BROOKLYN, Haven won 3-mile Handicap Race on the ROYAL MAIL.

At BOSTON TOURNAMENT, 13 out of 21 Races won on the ROYAL MAIL.

At SPRINGFIELD, the 10-mile L. A. W. Championship Race, the 3-mile Record Race, and the 2-mile American Amateur Record Race, won on the ROYAL MAIL.

In ENGLAND, in Two Years, ROYAL MAILS won over 125 Races!

We mention the above to show that the ROYAL MAIL is as Fast as Any, and because so much prominence is made in advertisements of the records of a few fast salaried riders in order to influence purchasers of wheels, whereas such should not have sole weight. Better look to the qualities of a wheel,—its stanchness, fittings, proportions, improvements, and fitness for road work. In these points we claim

THE ROYAL MAIL HAS NO EQUAL.

Look out for 1886 Model ROYAL MAIL! Out in March! Six Improvements! We have got it! THE Machine of the year! The Most Complete and Improved Wheel Ever Offered. A Combination of Practical and Well Tested Improvements!

ALL PARTS NOW INTERCHANGEABLE.

WM. READ & SONS, 107 Washington St., Boston,
SOLE AMERICAN AGENTS.

CHELSEA, Feb. 23, 1886.

Dear Editor:—

You should have been with me on the 22d. Called on Stall at 509, and he showed me my new wheel that is to be very shortly. I notice he has now applied ball bearings to the driving wheel of his new Hollow frame Star (45 lb. mach.).

He sticks us extra for it, but we must have all the agony at any cost. Am trying to reduce my strength, as am afraid I shall go too fast when I get mounted. What is the best method?

Yours,

JAMES.

THE "QUADRANT" TRICYCLE.

The "QUADRANT" has set the fashion for bicycle steerers, and sustains the merits of the principle far ahead of all competitors.

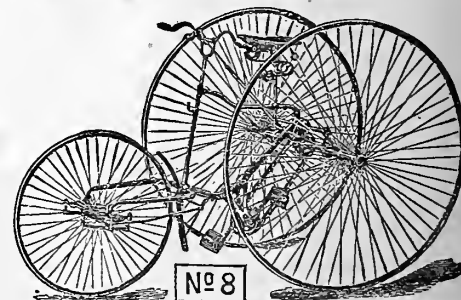
The "QUADRANT" led the way in large pilot wheel; no imitation yet made can stand a moment's comparison.

The "QUADRANT" has no fly-to-centre steering, commonly misnamed "auto-matic." The pilot wheel rests securely wherever it is set, so that the handle may be loosed at pleasure; the hands do not clutch the handle, but rest lightly in place.

The "QUADRANT" has its pilot-wheel axle sixteen inches in front of the steering post, so there is no vibration up the arm bones of the rider.

The "QUADRANT" has no soft bearings and no breaking balls; it has lavished upon it the best of workmanship and the choicest of materials.

The "QUADRANT" is original in design, copied from nobody; was invented by he people who make it, and is made by the people who invented it.



The Rover Safety Bicycle, the Only Real Safety.

"I can but wonder and admire. The astonishing capacity the Rover possesses for mounting hills, the almost entire absence of vibration, its great safety down the very steepest hills, and, as sufficiently proved on the 26th inst., its unrivalled speed, are points which strike the convert from the ordinary bicycle, and other so-called 'safety bicycles' (which, however, is a palpable misnomer) most forcibly."—*Percy G. Hebblethwaite.*

"I have in the last few weeks, since my return from America, tried, I believe, every style of safety bicycle, and I can honestly say that, in my opinion, the Rover is far the best, especially over rough roads and greasy macadam, or sets; as a hill-climber I believe it to be the equal of any."—*J. R. Hamilton, Jr.*

J. A. R. UNDERWOOD, Washington St., Dorchester, Boston.

Bicycles, Tricycles and Sociables at Second-Hand Prices.



Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables from \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.



Published every Friday

— BY —

E. C. HODGES & CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter

Subscribers may receive the BICYCLING WORLD, post-paid, at the following rates:—

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Six months "	1.00
Three months60

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H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 5 MARCH, 1886.

"THE CONSTRUCTION OF MODERN CYCLES."

THIS is the title of a paper read by the author, R. E. Phillips, at a meeting of the Institution of Mechanical Engineers, held at Coventry last October.

Mr. Phillips is a cyclist as well as a man of science, and has given much attention to all sorts of cycles, so he speaks with more authority than many of his profession who do not fully realize that the work machinery has to perform in moving cycles along the roads is done under conditions which differ widely from those under which other machines work, and consequently that the principles upon which it is constructed must

differ likewise. Other motors, such as are driven by water, or steam, or electricity, do not feel fatigue, as human muscles do, so that weight can be, to a certain extent, disregarded in their construction, while in cycles the weight must be kept as low as is consistent with the strength required. Again, the machinery, or moving parts of cycles, is subjected to more vibration than any other machinery of the same weight, so that all parts of it must be made readily adjustable to enable all rattle and wear to be taken up. As metal which is subjected to great vibration changes in its character, gradually becoming granular instead of fibrous, it is important to have cycles built of metal of such temper, and so fitted together that the vibration may be lessened as much as possible, or else an accident is inevitable. As cycles are to be driven by the riders' muscles, it is necessary that all friction should be avoided as far as possible, so that the rider's strength may be used to advantage, instead of wasted. Lastly, as riders are not, as a rule, mechanics, it is necessary that the machines should be as simple as possible.

We have been particular to thus state the conditions under which the machinery of cycles has to work, in order that the reader may more readily see why so much attention has been paid in this treatise to all the separate parts of cycles, even to the smallest details. The author has confined himself strictly to a statement and explanation of the *principles* of cycle construction.

When he speaks of a particular machine, or some special bearing or gearing, it is merely as a type, or by way of illustration, not as implying that it is necessarily better than any other. To any one who rides any kind of a cycle, and who wishes to know anything of the principles upon which it is constructed, this book will be simply invaluable. It is not too technical for the general reader to understand, while it is at the same time more exact and concise than any treatise on mechanism can be where technical terms are not used at all. It begins with a short statement of the rise and development of modern cycles, and the present condition of the trade, followed by a table of the most notable performances on cycles on the road and on the track, — then comes the treatise on construction. It would not be an easy task to point out anything which has

been omitted by the author. He of course likes some machines better than others, and considers them more scientifically constructed, but this is generally a matter wherein the reader will be apt to agree with him fully. The most minute details as to checking vibration, adjusting bearings, taking off driving chains, and all the multifarious vexations which make novices spend the first few weeks of their cycling lives in a constant state of wrath and with oily fingers, are all gone into, and explained so clearly that a tyro can understand what to do and how to do it. There are thirty-nine large pages of illustrations, drawn carefully to scale; with the help of which a reader who knows little or nothing of mechanics can follow the author's explanation in the text, and can at the same time learn what all the leading types of machines look like, and choose the one that seems best fitted to his purpose. There are, of course, innumerable *patterns* of machines to which no reference is made, and it is only in a few cases, in the whole set of illustrations, that a machine or gearing is called by the name of its maker, or any clew given as to what its name would be in a catalogue. For this kind of information one must consult the "Indispensable," but for acquiring a moderate amount of knowledge as to the principles and the mechanism of cycles in general, this treatise is admirably arranged. The more of a mechanic the reader is, the more he can learn from this book, for much is shown in the illustrations that is not explained in the text, because it is not needed for the author's purpose, but which can be studied by any one who has a moderate knowledge of mechanics, to great advantage. It would save makers a good deal of trouble, occasionally, to look through this book, and thereby avoid bringing out and putting on the market some of the extraordinary specimens of ironmongery that we see every now and then. In conclusion, we can most heartily commend this book to the attention of all who are interested in cycling, whether as riders, makers, or spectators, and we are sure they will find it well worth studying.

THE League hotel for New York does not make discounts to League members, but it sees that they have the best rooms and good attention. The manager must have been reading the WORLD.

Bicycle Riding and Perineal Pressure.

BY GEORGE E. BLACKHAM, M. D.
DUNKIRK, N. Y.

ABOUT a gear ago, Dr. Strahan, of Northampton, England, published in the London *Lancet* an article with the above title, which, coming from so respectable a source, and published in so influential a medical journal, created something of a ripple.

The Doctor *assumed* that bicycling caused an injurious amount of pressure on the perineum and prostate gland, and proceeded to draw a most doleful picture of the evil results that must follow, among which were "irritation and congestion of the prostate and surrounding parts, exhaustion and atrophy of the delicate muscles of the perineum, undue development of the sexual appetite, and early impotence"; a sufficiently serious catalogue of evils truly.

To be sure, from a strictly medical standpoint, the *gravamen* of these charges against the bicycle was much lightened by the fact that Dr. Strahan himself stated that "it must be understood that what is said in this article applies only to growing boys, who generally straddle the largest machine their length of leg permits, and so greatly increase the liability to perineal pressure," and that he cited *no* cases in support of his view, but frankly admitted in conclusion "what cycling . . . will do towards the advance of those prostatic affections which often render the closing years of life miserable, time alone will tell."

Now, having myself been for the past five years a cyclist, having ridden pretty constantly both bicycle and tricycle, not only without having experienced any of those evils which the learned doctor so graphically describes as a necessary or probable result of cycling, but on the contrary with great and constantly increasing benefit to my health, I read the article with great interest. I was, of course, struck by the fact that the case was a purely hypothetical one, and that no *facts* were cited to support the conclusions drawn, and by the additional fact, equally apparent to any experienced cyclist, that the author was not himself a practical cyclist, but was writing on purely theoretical grounds, and that his argument being based upon false premises necessarily led to a wrong conclusion, and I was tempted to comply with numerous requests and reply to it upon those grounds.

I preferred, however, to wait, to investigate the matter for myself, and to see whether there might not be something in it after all.

Theoretically it is true that if the saddle is too small or not properly shaped, and the wheel is too large in proportion to the size of the rider, some of the pressure that should be borne by the ischial tuberosities will fall upon the perineum, and the evils described *may* result.

Of course this would not constitute

grounds for condemning the use of properly constructed bicycles of a size suitable for their riders, but if it could be shown that these results did actually follow the use of the bicycle in any considerable number of cases, it would be sufficient grounds for limiting the use of the bicycle.

In the year that has passed, I have given the matter a very considerable degree of attention, and have made numerous inquiries among cyclists and medical men, without having found a single authentic case of injury to the perineum or prostate, and only a single instance in which even a suspicion of such injury had arisen, and in that case it was charged, by the cyclist who spoke of it, to the use of an ill-fitting saddle, and disappeared upon the substitution of another saddle of more suitable design and construction.

In view of these facts the subject might well be dismissed without further thought or comment, were it not that this article of Dr. Strahan's, and others of similar import, are made use of from time to time by writers in newspapers as texts for sermons on the unhealthfulness of bicycling, to the great disquiet of some people.

After a long experience with the bicycle and tricycle, I am prepared to state positively that I know of no other means of locomotion or exercise that can compare with cycling for pleasure, for business, or for health. Even with the cruder machines with which I began my experience as a practical cyclist, this was true, but it is much more so with the improved machines of the present day. The small hard saddle has been replaced by larger and more elastic ones, and the improvement begun with the so-called suspension saddle has gone on till there are now in the market several forms which seem to be almost absolutely free from any objection on sanitary grounds. The bicycle has been constantly improved in detail, strengthened and lightened, made more rigid where rigidity is desirable, more elastic where elasticity is wanted, till it seems to have closely approached ideal perfection. Given a modern bicycle, with its hollow rims, curved handle-bars, ball-bearings to wheels, and pedals, of the right size, neither too large nor too small for the rider, fitted with a Lillibridge or Kirkpatrick combined spring and saddle,—such a machine, for instance, as my own Columbia Light Roadster, which, weighing but thirty-seven pounds, including tool-bags and tools, is nevertheless amply strong for a man of my size and strength, and on any fair road you have an almost ideal mode of travel. Swifter, surer, safer, and more healthy than horseback riding, and so far as I can learn absolutely free from objection on sanitary grounds. Even a less perfect and therefore cheaper machine, if selected with due care as to *fit* of machine and saddle, is equally free from danger to health, and may be the means of improving the health and strength of many a one who needs

out-of-door exercise, while at the same time its economy will commend it to people who find horse feed or livery bills burdensome. My own bicycle is in daily use for about eight months of the year, and saves me each year more than its cost in horse hire. My health has never suffered from, but has always been improved by, cycling.

It is not fair to charge upon the improved cycles of to-day the faults of their undeveloped predecessors, nor is it right to cast suspicion on a healthy exercise, and a graceful, speedy, and economical means of travel, on grounds that have no real foundation in fact.

Practical cyclists have not been, and will not be, disturbed by Cassandra-like references of non-riders to "the bicycle back," "injuries to the perineum and adjacent organs," "obscure nervous symptoms from the succession of shocks conveyed to the spine in bicycle riding," and other hypothetical evils. They know better. They know, from experience, that neither the causes nor the consequences so graphically described exist outside of the writer's imagination, and it is not for cyclists this is written. Parents and guardians may set their hearts at rest, and give their boys bicycles and their girls tricycles, and send them out into the fresh air and sunshine without the slightest apprehension as to any evil effects on mind or body. "The bicycle back" is usually strong and supple, "obscure nervous symptoms" are unknown among cyclists, and the worst that is likely to happen is that the boys may get sunburned, and develop appalling appetites, and girls get freckled a little, and have to abandon their corsets.

The Acme Saddle.

OF making saddles there is no end. And now comes the Acme saddle, which is the outcome of the experience and the experiments of Mr. Wm. H. Hale, one of Connecticut's best riders, and one who is well calculated to judge of what is required in this line. The cut gives a better idea of the saddle than we can convey in words. It is of the ordinary hammock variety, swinging between the ends of a flat spring. The spring rests on a shoe, which fits the backbone, and it is fastened to the machine at this point only. At the peak the saddle is hooked to the end of the spring, and at the rear a swivel plate allows the leather to accommodate itself to the action of the rider. The tension of the leather is adjusted by means of the two screw bolts seen in the cut. The slot in the leather is made by cutting through the centre, turning back the edges, and stitching them down, thus reinforcing the seat. The parts are all interchangeable. The saddle is made by the Bicycle Supply Company of New Haven, of which Mr. Hale and E. C. Bennett are members. The price is \$4.00 for enamel finish, and \$5.00 for nickel. See cut in advertisement.

Mr. W. McCandlish.

WE present, this week, a portrait of Mr. W. McCandlish, the editor of *Wheeling*, and late of *Wheel Life* and the *News*. He is a Canadian by birth, having been born in that country, of Scotch parents, in 1860. Though a noted road rider, he has gained more reputation with his pen than with his legs. Over the signature of "Agonistes" he has contributed several fine poems to the cycling press. "Junius Junior" is his favorite signature at present. As editor of *Wheel Life*, he introduced a bright and gossip style of writing into cycling literature, and this style characterizes his work on *Wheeling*.

London W. writes: "I first became acquainted with Mr. McCandlish through corresponding with him when he was guiding *Wheel Life*. I then became thoroughly and painfully convinced that he was an exceedingly bright young man, for by no persuasion could I bring him to think that I would be a valuable acquisition to his paper in the capacity of American correspondent. With true Scotch thrift, he refused to pay out shillings for what he could obtain by a skilful wielding of the editorial shears and paste pot. I determined to see him, so when in London I called at his office and found a rather short young gentleman with an intelligent face and bright eye. We went to lunch together, and the next night I had the pleasure of dining at the Holborn with *Wheel Life's* staff. What we did, and where we went after dinner, I will not tell, but I found much pleasure in being with the *Wheel Lifers*. They were all bright, keen fellows, and Mr. McCandlish was one of the brightest. He is, in my opinion, the best ready writer among the cycling press men. Well educated, clear-headed, and with an exceedingly facile pen, he has revolutionized the cycling literature of the day. He is, perhaps, a little inclined to be critical of all men and things, and hits hard, but no prosy, dry-as-dust, or tedious articles fall from his pen, and he couches the most ordinary incidents in language which arrests attention, and pleases if it does not instruct. His success as editor of *Wheel Life* has led him into other fields of literature, and he is now, I believe, a contributor to *St. Stephen's Review*. It is a pity we have not more men like McCandlish, who hates shams of all kinds, and is bold and fearless in denouncing them. I hope he will find it convenient to visit us next year, and if he does I heartily recommend him to the good offices of our cycling men, and trust they will find some way to honor a man who will not depend upon his legs to come among us.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq.,



W. McCANDLISH,
Editor of *Wheeling*.

solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 335,590. Velocipede. Thomas B. Jeffery, Ravenswood, Ill. Relates to the rim, axle, and hub.

No. 335,811. Loop Frame for Tricycles. Charles F. Hadley, Chicopee, Mass., assignor to the Overman Wheel Company, same place.

No. 336,226. Tricycle. John B. Funk, Columbia, Pa., assignor of one half to Ezekiel Light, Lebanon, Pa.

No. 336,277. Pedal for velocipedes. John Wood, Jr., Beverly, Mass., and Andrew J. Philbrick, Salem, Mass.

No. 336,372. Velocipede. Athur H. Aldridge, Birmingham, England, assignor of one half to Samuel J. Davis, same place. A Tricycle adapted to be propelled either by the driver's feet or compressed air.

No. 388,588. Clutch for Tricycles. David H. Rice, Brookline, Mass.

THE Missouri Club has voted to dispense with Sunday runs. When a Boston club passed a vote like this, they substituted what they called "Sunday rambles."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

The Champion Headerist.

Editor Bicycling World:—I notice in your issue of this week, the following:—

It may be well for wheelmen to know that none of those who subscribe for the *World* and pay for it, are subject to the direful header. Our subscribers never take headers.

If you guarantee the above, I trust that you will see the justice of returning me all that I have paid you in the way of subscriptions, or else send me a remittance on account of damages. I have been a subscriber to the *World* for several years, and strange to say, have all the time held the header record for New York and vicinity. I generally open the season with one greatest effort of my life, and although my performance

in this line for 1885 cannot, I fear, be excelled, I will endeavor, as soon as the weather has mellowed sufficiently to warm me up to my work, to furnish a fresh proof that you are mistaken in the efficacy of your preventive.

EDWARD J. SHRIVER.

NEW YORK, 21 February.

It is well known that exceptions prove the rule, and with the above letter before us, we are more than ever fixed in our opinion regarding the truth of our statement. The letter shows something else, also, for it demonstrates that there are some men in the world who will always go with the minority on questions of this kind. Mr. Shriver shows excellent taste in his attachment for the *WORLD*, and we hope he will not persist in taking headers when there is no necessity for it.

— ED.

Thanks and Confidence.

Editor Bicycling World:—Will you kindly allow us space in your paper to say to the many riders who are sending us friendly letters concerning the litigation now pending, that we thank them for their good wishes, and are glad to receive such overwhelming testimony of the co-operation of the men who *make the business*. Riders are the masters of the situation, after all. We are seeking to defend only that which is our own, and *we will succeed*. Yours very truly,

OVERMAN WHEEL COMPANY.

BOSTON, 27 Feb. 1886.

Wanted — A Wheel.

Editor Bicycling World:—There are a large number of people who would like to ride a bicycle, the very people who need to ride, and who ought to ride, but who cannot afford to risk a fall, certainly not a serious one, and they are deterred from learning to ride by the usual height of men's bicycles, and many by the usual height of the price of the same.

Why is there not a bicycle made with smaller large wheel and larger small wheel, and sold at a moderate price? There is no such bicycle in the market, so far as I can learn, yet there surely would be a great sale for it, if there was one. A bicycle that would be especially suitable for middle-aged people, for very cautious people, for all adult learners, and for youths. The Facile, the 'Xtra, the Kangaroo, and others of the "safety" class, are away up in price, too high for thousands of would-be riders, particularly among elderly people.

Here are some of the points to be observed in the manufacture of such a bicycle:—

Height of saddle, 40 inches, which would bring the feet of riders of 33 or 34 inch leg reach to about six inches from the ground, plenty high enough for a middle-aged and possibly weighty man to lift himself often.

Step, nine inches high, but adjustable in height.

Large wheel, 36 inches, not less, which, as bicycles are usually built, would

bring the saddle up to 40 inches, although the saddle of the 'Xtra is only about as high as the wheel, but the six or seven inches rake of fork does that. So that it is the height of the saddle, rather than the height of the large wheel, that is the essential point, and this because of the great wearisomeness of lifting oneself up and down so much in mounting and dismounting.

Small wheel, 24 or 25 inches, not less than 24, better larger, so as to run easily on rough roads, which are all the roads we have in this Western country, and furthermore, conduce to safety.

Rake, three or four inches, also conducive to safety.

Tires, seven-eighths inch thick, not less for either wheel, better if one inch for large wheel.

Spokes, headed at the rim, running through the hub flange, and threaded into nuts, so that if a spoke was broken it could be replaced in a minute.

No gearing up, but a stirrup pedal, or some other simple method of making the distance from saddle to pedal great enough for ordinary leg reach, that is, 33 or 34 inches, or equivalent to a 48 or 50 inch ordinary crank machine.

Spring, good, strong, long, and easy.

Saddle, a comfortable long-distance one.

Cranks, detachable, whether adjustable (slotted) or not. A bent or broken crank, undetachable, is a great nuisance.

Strength, sufficient to carry a 180 pounds man, over a rough road without any danger of going to pieces under him.

Price, a good, sound, well made, serviceable machine, plain, mostly painted, little if any "bright" work, and especially not on the spokes, to be sold for not more than \$50; if of the Otto class, for \$30 or \$35. A machine for use, not show; for moderate going, not for racing, record-breaking, nor scorching. A family steed, not skittish nor uncertain, but trustworthy in all sorts of every-day use for any member of the household, young or old or middle-aged, the last named especially.

Among the many advantages of such a machine, the following may be mentioned.

Riding could be learned in very much less time than on a 50-inch or taller machine, and without any falls. Capable of doing five to ten miles an hour, which is fast enough for the large majority of people, and quite as fast as most people ride, or want to ride, in buggies or on horses. Easy going up hill and swift enough down hill. Comfortable riding on most rideable roads, at a moderate pace. Could ride slower on it, when desired, than on a tall bicycle, and still keep going. Could tilt it to one side and rest on one foot, and then spring with the toes and start again, without dismounting. With a little practice could spring from the ground into the saddle, without using the step. Could spring off the saddle backwards, without danger, though moving at some speed. Easy

mounting or dismounting. Not high to rise to, nor far to fall from, if unluckily a fall was had, which need be very seldom, if ever. Comparative safety and ease of propulsion, especially easy up hill. Small wheels stronger in proportion than larger, and lighter, also less liable to breakage, easier and less expensive in repairing, require less room for storage. Within the reach of thousands of would-be riders, but now non-riders.

When shall we see a good bicycle of this useful and desirable kind, crank or clutch, Star, Columbia, Victor, Ideal, or what not, but stanch and trustworthy; in short, a wheel for the million? There would certainly be money in it. It would be everybody's bicycle.

I hold 36 and 24 inches as the minimum, and 40 and 30 inches as the maximum sizes of the two wheels of the kind of bicycle I am advocating, with as many variations in size of either wheel between these extremes, or as many different combinations of sizes within those limits as anybody may desire, but the saddle to be no higher nor lower than 40 inches for the ordinary run of medium height men. But I put 36 and 24, or preferably 25, as the least expensive and commonly most handy. Thus the total circumference of both wheels would run from 60 to 70 inches, according to differing tastes and needs, and the amount of money to spare for the purpose. The weight of the rider to be divided between the two wheels in proportion to their respective sizes. A machine of this kind would be handy for errand running, large enough and small enough for common use about town, and very convenient and comfortable for all round road work for most people.

J. JAKUES.

SALT LAKE CITY, UTAH, 18 Feb. 1886.

OUR correspondent will see that a machine of the kind he wants can't be sold for \$50, if he will take into consideration that the agent will take his commission, \$7.50, the royalty to the Pope Manufacturing Company will be \$10, and if ball bearings are used, the Overman Wheel Company will want from \$3.00 to \$5.00 royalty. This will leave only about \$30 for the manufacturer, who must build his wheel, hire men to sell it, and pay for advertising it. It can't be done. ED.

The Rover.

Editor Bicycling World:—My answers to "Rover" are based on a trial of a machine with 36 and 30 inch wheels, three quarter-inch rubbers and 50-inch gearing, which is ten inches too low for a 160-pound rider, standing directly on the treadles.

Firstly. It is a chain-driver, hence, with the same expenditure of power, it is slower, harder, and a poorer hill climber than an ordinary light roadster. The pedalling is perfectly vertical, hence a slight increase of power may be obtained without perceptible increase of effort. Another point in favor of the light ordinary is,

FACTS WORTH READING

— ALL OF — WHICH CAN BE PROVED!

- IT IS A FACT** That the **RUDGE CYCLES** are made in Coventry, England.
- IT IS A FACT** That **RUDGE & CO.** are the Largest Manufacturers of Cycles in the World.
- IT IS A FACT** That **RUDGE & CO.** will always be at the front, no matter what happens.
- IT IS A FACT** That the record of the **RUDGE**, on the hill, on the path and on the road, bears evidence to its success in the past.
- IT IS A FACT** That **RUDGE & CO.**, and their American Agents, **STODDARD, LOVERING & CO.**, will be even more successful in the future.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** fear no opposition, and do not depend on the success of one or two specially good riders, but call attention to the performances of the MAJORITY of riders on the road and path.
- IT IS A FACT** That **STODDARD, LOVERING & CO.** intend placing the best and largest line of Bicycles, Tricycles and Safeties on the American market early in the Spring, which will be hard to approach.
- IT IS A FACT** That the **RUDGE LIGHT ROADSTER** has been ridden 257 miles in one day; the **RUDGE RACER** holds the ONE-MILE WORLD'S RECORD OF 2.31 $\frac{2}{5}$; the **RUDGE SAFETY** holds the One-Mile World's Record of 2.43, and the 24-hour Record of 198 miles; and the **RUDGE TRICYCLE** Record of 2.49 has never been beaten.
- IT IS A FACT** That you had better keep your eye on the advertisements of **STODDARD, LOVERING & CO.**, and see what is coming.
- IT IS A FACT** That you will make a mistake if you buy a Bicycle, Tricycle, Tandem or Safety, before sending for **STODDARD, LOVERING & CO.'S** Catalogue.

STODDARD, LOVERING & CO.

152 to 158 Congress Street, BOSTON, MASS.

NEW YORK HEADQUARTERS, GEO. R. BIDWELL, 2 & 4 East 60th Street.

The American Twenty-Four-Hour Record was Broken on Nov.
20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which
Stood the Test Without Weakening a Part.

A 57-INCH APOLLO Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

REDUCTION IN PRICES.

THE GREATEST BARGAINS EVER OFFERED.

FINAL CLEARANCE SALE.

REDUCTIONS FROM \$40.00 TO \$75.00.

Highest Grade, Brand New, Perfect in Every Respect. All Weldless Steel Tube and Interchangeable. BALL BEARINGS to Both Wheels. ALL SIZES.

American Club, Sanspareil Light Roadster, American Sanspareil, American Roadster.

PRICES FROM \$60.00 TO \$90.00.

Machines are sent ON APPROVAL, and may be returned if not SATISFACTORY, and Money will be REFUNDED. SEND FOR PRICE LIST AND PARTICULARS.

TESTIMONIALS FROM PURCHASERS.

After giving the 57-inch Sans Light Roadster a trial of over five hundred miles of hard riding, I am more than pleased with it. It gives me entire satisfaction.

WM. M. FRISBEE,
President New Haven Bicycle Club.

My Sans Light Roadster is as near perfection as a wheel can be.
N. K. Novas, Manchester, N. H.

My 55-inch Sans Light Roadster suits me exactly. My weight is one hundred and seventy-five pounds. I am highly pleased.

J. L. Ross, Eufaula, Ala.

The 56-inch American Roadster has proved perfectly satisfactory, and is really more than you represent it to be.

G. W. GREEN,
Cuthbert, Ga.

The 28-inch American Sanspareil was perfectly satisfactory, and I consider it the best wheel made.

H. K. FOX,
York, Pa.

S. T. CLARK & CO., 2 Hanover Street, BALTIMORE, Md.

Secondly. Its weight, which was 56 pounds, without bag or tools. A 50-inch Humber light roadster ordinary with seven-eighth rubbers, scaled 33 pounds. Let "Rover" put 23 pounds of shot—or buzzard dollars—in his pockets, and climb a long hill.

Thirdly. Except under special conditions, no safety will ever take the place of the ordinary bicycle for comfort, ease, and availability. No safety yet devised can become, as does the ordinary in the hands of an experienced cyclist, literally "a part of its rider." These special conditions are clumsiness, bad roads (vicinity of Boston?), or a professional necessity for avoiding the chance of injuring the hands by a header.

The Rover is very comfortable, remarkably free from vibration, but it is a bad steerer, as the weight of the rider deflects the steering wheel, the frame dipping when the wheel is turned. As to its wonderful records, if any one will ride 50 or 100 miles straightaway before the seven-day, 60-pounds-to-the-square-inch breezes that it was my fate to ride against, in England last fall, he will know that a backed anchor and sixty fathoms of cable would hardly prevent a race to leeward.

J. Jaques's ideal safety is evidently the Beeston Humber, as that machine has 20-inch steerer leading and 30-inch driver, with the rider well over it. Large steering wheels must necessarily lack rigidity. Humber & Co. use a (comparatively) small steerer and absorb vibration by a new patent telescopic steering post. The weight of the Humber safety is not above 40 pounds. They run well, but I should have to be pretty far gone to prefer one to my 58-inch ordinary.

A remarkable clipping that, from the *Sporting Journal*, last week, Mr. Editor. Nine riders out of fourteen stop their wheels at an even hundred, while eight out of the nine count nothing less than half a thousand. The Great West!

L. H. JOHNSON.

"Interesting" to Bicyclers." — A Correction.

Editor Bicycling World: — The following item, going the rounds of the press, is erroneous and misleading in several particulars: —

"In the supreme court, a case has just been decided which is a matter of considerable interest to wheelmen, as it materially affects the standing of patented devices used in bicycles and tricycles. In the case of the Pope Manufacturing Company vs. the Overman Wheel Company, for infringement of patents, a demurrer was entered by the defendant, which in effect acknowledged the allegations of the plaintiff, but denied cause for action. This demurrer was sustained by Judge Gardner, thus throwing the case out of court."

The facts in the case are these: It does not affect the standing of patented devices used in bicycles and tricycles; it was not a suit for infringement of patents; and the decision does not throw the case out of court, but by statute sends it to the next term of the same court, to be tried on its merits. It only causes delay of trial. There are several suits

pending in other courts by the Pope Manufacturing Company for infringements of patents, four of them against the Overman Wheel Company, and four of them against the Ames Manufacturing Company, who are the makers of the Overman Wheel; some of them in equity pending for some time, and some of them at law and recent. In the recent ones, attachments were placed about two weeks ago, to an aggregate amount of forty-five thousand dollars, which still stand.

CHARLES E. PRATT,

Attorney for the Pope Mfg. Co.

BOSTON, 27 Feb. 1886.

League Parades.

Editor Bicycling World: — If any one is in doubt about men making fools of themselves by parading before the public, let them ask the opinion of their friends who do not ride. I agree with Shawmut. Let us have a run into the country. It will be parade enough, and will amuse the public at every turn of the road to see us go by in hundreds

QUAD.

BOSTON, 26 Feb. 1886.

Amateurs for England.

Editor Bicycling World: — Say to E. H. Glenn for me: "You can count on my dollar sure. Who is the next? for life is short, and spring is here."

R. H. STICKNEY.

To Inquirer.

Brother Inquirer: — Your little wail in the *WORLD* of the 19th duly noted, and I shall endeavor to give you further light. As to your not hearing much of the Star as a touring machine: do you hear much of any particular build in that line except through the makers' advertisements? And right here let me say, that for these days of stirring competition in wheel matters, the Star people are the worst advertisers I ever knew. We are getting dreadfully tired of the electrotype that quotes the remarks of a "Reformed Crank Rider." Excuse this dissertation on advertising, but it is over now.

Again. The Star has, until quite recently, been an unpopular wheel. It is so yet in the "Backwoods"; for when first brought out it was roughly constructed, ungainly in appearance, and very heavy. It was a cheap machine, and that fact alone got it into the hands of many who, by riding a bicycle, expected to receive benefits that did not belong to their class. This may seem a queer thing for democratic America, but "truth is stranger than fiction." They were not of a class that could afford the expense of a tour, consequently their Stars were not often heard.

Again. Even at the present day, Mr. Stall, of Boston, estimates that the proportion of Star men to those using other varieties of wheels is as one to fifty. This will account in part for the rarity

with which they are seen on tours. By the way, are they so rare? There were seven with the first Canadian party, and about the same number last year. I heard well of them. For further information regarding touring, I refer you to Mr. E. H. Corson, Rochester, N. H. As to safety, I have seen Burt Pressey ride over a platform fourteen inches in height, and can take a seven-inch curb myself without any fear of disagreeable results.

My previous experience with machines has been fifty-four Expert entire season, first machine, from which I took the usual headers allotted to cranks. During the same season I bought an old fifty-seven Star. It was too clumsy, but a better hill climber than the Expert. The season of '84 found me riding a special Facile, later on a Victor tricycle. Then I gave a Rudge Safety a trial, but none of them went up a hill with the easy, pleasant sweep of the old Star. So early in '85 I bought a fifty-one noiseless Star. I am now about to change that for one of lighter build, and then shall be well fixed. As to road performances, I find that I can go faster and farther with a Star than with anything else I have ridden. With a perfect hygienic saddle I am as comfortable as if on a tricycle, and with the new double-lever brake, just as safe, if not safer.

Now, Brother Inquirer, any further information you may crave I shall be most happy to furnish, if I can; but I think it had better be through the medium of the post. Brother Bassett has been very kind, but I dislike to trespass with matter that is not of general information.

JAMES S. DODSON.

BETHLEHEM, PA., 22 Feb. 1886.

Let the Light Shine.

Editor Bicycling World: — WILL you allow an old rider of the wheel space to thank you for the promise you have extended to your readers of giving full information regarding the suits now pending between the Pope Mfg. Co. and the Overman Wheel Co. The cycling public have never been fully informed as to the exact situation in this matter. If the market is to be opened, riders want to be advised of the fact. When the Victor was put on the market I considered the embargo at an end, but late developments seem to prove otherwise. Will you kindly inform me and many other interested wheelmen, the valid claims now existing on the modern bicycle and tricycle?

NAUM KEAG.

SALEM, Feb. 28.

Pope Manufacturing Company vs. the Overman Wheel Company.

IN July, 1884, the plaintiff filed a very lengthy bill in equity in the Supreme Judicial Court in Boston, against the defendant, in which the plaintiff alleged that royalties were due to it under a surrendered license, and prayed for a writ of

injunction to restrain the defendant from selling bicycles and tricycles and parts of the same, of its own manufacture. On 29 July, 1884, upon hearing, the Court refused to award the injunction. The defendant demurred to the bill and also filed its answer denying all the material allegations. Recently, the Court has sustained the demurrer, which ends the case, unless the plaintiff shall amend by changing its suit into an action at law, in which event it cannot obtain an injunction.

CURRENTS CALAMO

WE are here.

COME and see us at 179 Tremont.

SPRING is here, and now we'll take the flowers.

THE Boston flood confined its attentions to a few, but the Boston blizzard treated us all alike.

IF Boston is not drowned out nor blown away, we will give the wheelmen a good welcome in May.

THE Massachusetts Club will give no more sparring exhibitions.

CLASSIC Cambridge will, we understand, take a taste of the slugging diversion.

THE chairmen of committees met at the New Marlboro' on Saturday night. The committees will organize at once, and another meeting will be held on Saturday, 20 March, at the same place.

THE finance committee does not seem to be one easy to fill. All those appointed have resigned, and it is hard to find successors.

THE average man likes to spend money, but he does n't like to pass the contribution box.

DR. BECKWITH will lead the parade for the fourth time.

CANDIDATES for the presidency of the League are coming up very fast. Those who aspire to this position should remember that it is not best to show their hand too soon. The early candidate is very often cut down before he has time to mature.

SECRETARY AARON'S place will be vacant, also, at the end of this year. He has made it a hard task for any successor to follow in his footsteps.

MASSACHUSETTS will have about seventeen representatives to start with, and may get up to a score before the year is well worn.

THE new rule regarding dues in the League will add a great many members to the rolls in the fall. One may then unite with the body by paying his initiation fee and twenty-five cents.

THE voting blanks will be sent out next week. See that you vote.

THE clubs have been sending in their nominations to Secretary Lawton, and Massachusetts men will have plenty of

candidates to choose from. There will be no stamped envelope enclosed this year, but this fact should not deter men from voting.

THREE lawyers will count the ballots this year.

WE were told, the other day, that one Boston man would not serve on the committees for the League Meet, because he was bitterly opposed to the League. This is one of the things that the League can stand.

WE looked in on the Overman Wheel Company, last week, and saw the new Victor. The machine is a beauty. The new quarters are admirably adapted for the business of the company, and are well equipped.

W. H. HUNTLEY, of Newton, rode 5,055 miles, last year,—3,830 on the bicycle, and 1,225 on the tricycle.

THE terms for the race between the Parisian cyclist, M. de Civry, and Count Lahen's Gika, have been arranged, and the meeting will take place on the Longchamps race-course on 11 April, the distance to be six kilometers, M. de Civry receiving 150 meters start.

CAPT. E. D. ALBEE, of the Wakefield Club, has resigned on account of his departure for St. Paul.

EVERY member of the L. A. W. in Massachusetts, who has not yet renewed for 1886, has been sent a circular letter, urging renewed loyalty to the cause.

F. A. ELWELL'S Bermuda party now numbers twenty-six, five being ladies. The start was made Tuesday from New York on the steamer "Trinidad." Some dozen wheelmen were refused admission to the party for want of accommodation on the steamer.

At the last meeting of the Nonantum Cycling Club, it was voted to join the League.

THE editor of the St. Louis *Spectator* wants a new word. He says: "By the way, will not some wheelman send me a substitute for 'banquet' for these occasions, when wheelmen eat, smoke, sing, laugh, and generally enjoy themselves at modest expense? 'Dinner' is a better word than 'banquet,' but there should be a word coined which should be peculiar to these occasions. They are unique, and the name should correspond." Why not call them "Gastronomic episodes"?

AN Indiana man has put a light iron runner in the fork of the little wheel of his bicycle, and is doing a deal of riding over the ice and snow.

A VERY large number of answers to "Inquirer's" questions about the Star have been received. We have sent them to him.

MASSACHUSETTS has sent her "delinquent circular" to League members, and already a very large number of procrastinators have responded.

THE Long Island Road Book is published under the auspices of the Brook-

lyn Bicycle Club, and not the Long Island Wheelmen, as we had it last week. Mr. Barkman charges the mistake to our visit to New York, and he may be about right.

CALIFORNIA talks of a division of the League of American Wheelmen.

LONDON W. is getting tired of legal skirmishing. What he would like to see is a good stand-up fight between the parties. That's what we all want. The delays of the court are exasperating.

THE second annual dinner of the Citizens' Club was held 26 February. Among those present were: F. Alcott Pratt, secretary of the Massachusetts Club, of Boston; W. S. Bull, of the Buffalo Club; and ex-Commodore Robert Center, of the New York Yacht Club.

HARRY ETHERINGTON has written a waltz, which he calls "Wheeling Waltz," and dedicated to the C. T. C., the N. C. U., and the L. A. W. Harry has made music in press circles, and now he enters society.

WE shall publish our special report of the Stanley show, next week. There were 557 machines on view.

IT is rumored that the friends of Papa Weston are urging him to pilot a party of congenial spirits over the roads of England. No better pilot could be selected, and we hope to see the idea carried out.

WM. READ & SONS make their spring announcement this week, in which they describe the Royal Mail for 1886. The new machine has many improvements, including a ball-bearing head. We hope to give a full description at an early date. The new catalogue will be out in a few days.

The Bicycle is the name of a new cycling paper to be started at West Randolph, Vt. It will be published monthly during the riding season.

HARRY COREY called on us the other day mounted on his Bicyclette, Rudge's new safety. The machine is well built, having equal size, 36-inch wheels, hollow forks to front and solid forks to rear wheel. We shall publish a description later.

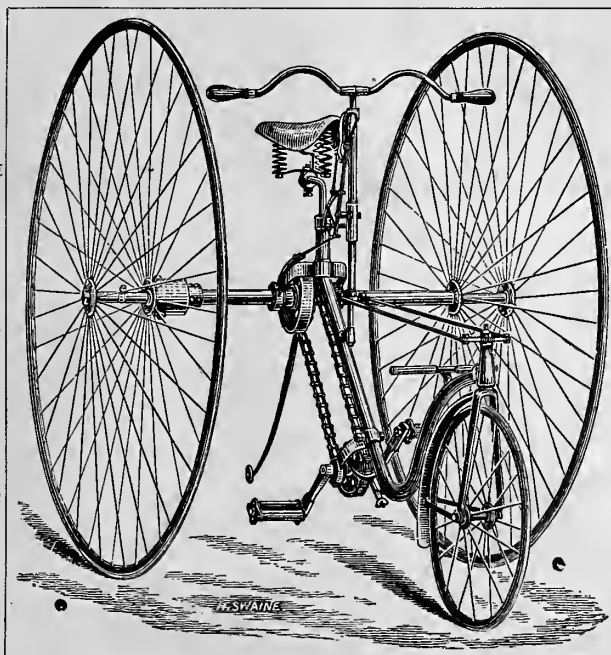
THE Pope Manufacturing Company publishes its entire catalogue in the *Bulletin*.

Random Pencillings.

IF cycling continues to grow as steadily as all the signs of the times seem to indicate, the sport will soon have a literature of its own. Even now we have nearly a dozen papers devoted to it, and many dailies and weeklies regularly give place to its news. We are such a newspaper-reading people that papers appear as soon as there is any new interest to be developed. The papers help the cause, and they in turn are helped by the advertisements of the dealer.

Few wheel papers are strong enough to procure cycling information from the whole field. There is considerable

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.



SEND FOR
ILLUSTRATED
CATALOGUE.

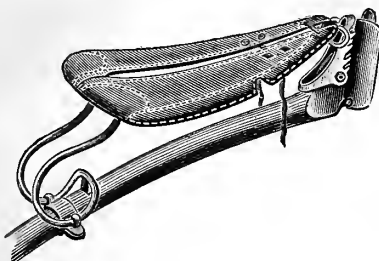
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[*Inventions Journal*, May 16, 1885.]

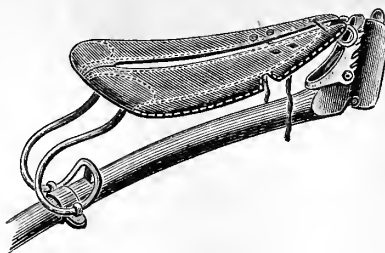
"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, $7\frac{1}{2}$ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.
THE "MARLBORO' CLUB."
(AUTOMATIC STEERING.)

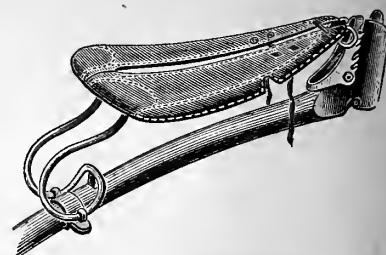
239 COLUMBUS AVENUE, BOSTON, MASS.



Adjustment in Height in Front.
Adjustment in Height in Rear.



Adjustment in Length.
Adjustment in Width.



A Comfortable Coasting Plate.
A Bifurcated Seat.

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, **\$5.00.** Price of Coiled Spring, with Straps, etc., for Old Saddles, **75c.**

FREEMAN LILLIBRIDGE - - - Rockford, Ill.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

COLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.

A Fair Field and No Favor.

We want nothing more. We do not seek to tie our agents up, and prevent them from selling other makes.

The makers of the

VICTOR

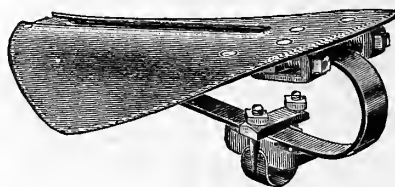
are not afraid of competition; the more the better. We do not claim to control the Wheel trade, and expect to sell our wheels to riders on account of merit entirely.

The new model Victor Bicycle will be on exhibition Feb. 15.

OVERMAN WHEEL CO.

BOSTON.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action,
Perfect in Adjustment.

Enamel, \$4; Half Nickel, \$4.50; Nickel, \$5.

BICYCLE SUPPLY CO.

3280 Front Street - - - New Haven, Conn.

Discount to the trade. Look out for other Novelties.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

BOSTON.

Special Notice to Tricyclists.

We have just Received an invoice of

SPARKBROOK

HUMBER

TANDEMS

(CONVERTIBLE),

SPARKBROOK

CRIPPERS

(Automatic Steering, Large Pilot Wheel),

and can deliver on receipt of order.

These machines have ball-bearings all over; double action cradle springs; long-distance saddles; 7-8 and 3 4 tires; wheels 40 inches geared to 54; Sparkbrook differential gear, and are undoubtedly the strongest and most perfect machines of their pattern.

See description in WORLD, 22 January.

Correspondence Solicited.

S. T. CLARK & CO.

ground to be covered here, and there is much of interest to come from abroad. Each paper is more or less a local organ for the district around its point of publication. For those who care for local news only, the nearest home paper may be sufficient. But for those who want all the news, who want to see all phases of the sport, and who want to learn what the largest number think and feel, it is best to read several papers.

Of course there is such a thing as a *best* paper, and there will continue to be, just as long as opportunities for perfecting a wheel paper vary as they do now. When there eventually becomes an increased demand for the best work, when competition increases, and more means are available, there will be several best papers; that is, there will be several leading papers (like the great New York dailies for instance), of essentially equal merit, but catering to different tastes.

At present, no rider who loves the wheel ought to be satisfied with one sheet, even if it is the best one. If he is a League member, he has the *Bulletin*; but he needs beside that, say, another weekly and a monthly. This assortment will give three points of view, besides increasing the amount of information obtained. I know enthusiastic cyclists who read regularly five and six wheel papers, and occasionally others in addition.

OUTSIDE of the wheel press, cycling literature is in its infancy. Elementary and explanatory pamphlets have been issued, and a few larger descriptive works. Of late we have had some elaborate volumes of wheel songs and poems, and a romance or two. Cycling adventure has been begun in Stevens' wonderful trip. These are but the foretaste of the future. With fuller ranks and a larger public to appeal to, I hope we shall develop a vigorous and interesting literature of our own.

ALMOST any rider can help the cause by putting into good shape all matter that comes before him concerning the good that wheeling has done, and securing its publication. The only difficulty is that such statements appearing in the cycling press come before men who are already wheelmen. Their circulation among outside people is what is needed. Every one who will help to do this, or who will distribute other matter designed to make converts to the wheel, or who labors by personal appeals, is conferring a positive benefit upon every convert he makes, and at the same time helping himself by increasing the numbers of wheelmen.

DEALERS in wheels have it in their power to do a great deal for the cause by circulating information about riding, its benefits and advantages. Every local dealer can reach hundreds of people whom he might advantageously supply with information, and thereby secure

purchasers. The suggestion I have seen that dealers give a subscription to a wheel paper with every machine they sell, is not a bad one. Reading cyclers are apt to make intelligent riders, and intelligent riders are the best customers. There are now thousands of persons ready to be brought into the ranks if they are properly approached. If possible, put the blessings of cycling before them, and let them consider them; then teach them how to begin. By so doing, a great and mutual benefit is conferred. 5678.

London W. as War Correspondent.

YOUR correspondence columns of last week, Mr. Editor, were particularly rich in sensible utterances, and I want to contribute my humble endorsement of some of them. E. H. Glenn, of Utica, has anticipated me and stolen some of my thunder in advocating a popular subscription to defray the expense of sending over representatives to compete with English racing men on their native heath. I will, and I have no doubt many others will do likewise, contribute something towards such a purpose. I quite agree with him that it would be extremely bad taste to in any way specify what make of machine they should ride. My idea would be to let each rider choose his own mount, and furnish him with enough money to pay for it. The Englishmen are arranging a very attractive programme, and are extremely anxious to have some of our racing men visit them. As Rowe seems to be the best man, we have let the subscription be started to send him, and if enough money is contributed, some other fast man can be picked out.

SHAWMUT is down on parades, and so am I, and so is every old rider, and so, I believe, is the public. A lot of wheelmen making an exhibition of themselves is a silly sight, and I hope Boston will be spared. I think the parade does more harm than good. It causes the people to regard cycling as boys' play, and destroys the notion that it is a manly sport, a pleasant recreation, and a practical form of locomotion. I know that the sentiment of a majority of leading wheelmen is opposed to the parade, and I hope it will be discarded at the next League Meet, and a series of pleasant runs arranged.

THE war still goes on and the siege continues. The country is in convulsions, and every cyclist has his ear ready for the first definite news. The amenities are many and interesting, and the extreme good nature which seems to prevail between the opposing counsel is in marked contrast with the bitterness between the immediate participants. Such in law is apt to be the case. The Mikado is figuring largely in the controversy, and seems to afford a fund of quotations and a rich field for parodic verse, as our good friend Juvenis would say. The other day Mr. Hyde inquired in an off-hand way of Mr. Mitchell, one of

Overman's lawyers, what they were going to do, anyway. To which the Connecticut attorney replied, —

"Our object all sublime
We shall achieve in time,
And make the punishment fit the crime,
The punishment fit the crime."

But that is not all, for a day or two ago I was handed the following parody on "tit-willow," which is probably about as true as the poor little thing of my own which saw the light last week: —

The cardinal sat in his office alone,
Singing willow, tit-willow, tit-willow,
And I said to him, "Colonel, why do you moan?"
Oh willow, tit-willow, tit-willow.

"Oh why should you sob and why should you cry?
Because all your patents are out on the bi?"
He answered me not, but heaved a great sigh,
Oh willow, tit-willow, tit-willow.

A stare that was blank o'ershadowed his eye,
Singing willow, tit-willow, tit-willow.
"I once owned the earth and part of the sky,"
Oh willow, tit-willow, tit-willow.

"I've no use for a sky that is lit by a Star,
And the earth with its Victor my business will mar,
I wish I'd ne'er started this family jar,"
Oh willow, tit-willow, tit-willow.

THUS am I and the readers of the WORLD suffering for my rashness in undertaking to put in rhyme anything about so serious a matter as a lawsuit, for really this fight is a serious matter, and perhaps I should not have dared to indulge in anything flippant in regard to it. But after all, why not get as much fun as we can out of even a bitter fight? We still have our machines and can ride them just as soon as the authorities at Washington let up a little.

IF I am going to be the legal reporter for the BICYCLING WORLD, I must have better pay. I am getting tired of rushing off to Providence to report cases that are not tried, and coming back with ten cents worth of copy, which has cost me in car fares, and the necessary sustenance for my arduous duties, several dollars. I went again on Monday to Providence, but as the court did not come in until two o'clock, and as Judge Colt could not sit the next day, the case was continued, and assigned for hearing yesterday at ten o'clock, and perhaps as you are reading these notes the case is being tried.

Notice was given that immediately after the hearing in the matter of the injunction asked for by the Pope Manufacturing Company, the Overman Wheel Company would move to have the ad-damnum in the writs on which the attachments of the plant at Chicopee and the store in Boston were made, reduced in amount. In the mean time matters will remain as they are at the time of writing.

And so the war goes on.

LONDON W.

Canadian Wheelmen's Association.

THE regular annual meeting of the Executive Committee of the Canadian Wheelmen's Association was held 19 Feb., at the Walker House, Toronto. There were present: J. S. Brierley,

president, St. Thomas; W. G. Eakins, vice-president, Toronto; Hal. B. Donly, secretary-treasurer, Simcoe; W. A. Karn, chief consul, and J. H. G. Hay, representative, Woodstock; A. R. Millar, Montreal, and H. Ryrie, Toronto. The principal business transacted was amending the constitution, the amateur rule being more clearly defined, and other alterations made which will be submitted for approval to the association meeting in July. It was decided to issue a guide book for 1886, and the work will be pushed rapidly forward by the editor, Mr. Donly. Applications for the annual C. W. A. meet were received from Brantford, Belleville, and Montreal. On a vote being taken, Montreal was chosen, and a committee consisting of Messrs. Millar, Low, Brierly, Karn, and Donly, appointed to co-operate with the Montreal club in making the necessary arrangements. It was decided to adopt an association uniform, the same to consist of Norfolk jacket, knee breeches, and stockings of a dark gray color. This year will see the meet go to Montreal for the first time, and there is no doubt that the indefatigable Montreal club will do all that is possible to make it equal in interest to any of its predecessors.

WHEEL CLUB DOINGS

BOSTON.—The Massachusetts Club held an athletic exhibition on Thursday of last week at the clubhouse. The programme was as follows: Club swinging, Thomas Sweeney; sparring between F. R. Bangs and F. G. Curtis; sparring between O. Bangs and A. O. Danielson; Bout with foils, Richardson and Stoddard; sparring between Joe Lannon and Ed. Kirwin. The last event was an exhibition race on home trainers between Gideon Haynes and Charles Martin, both of the Massachusetts Club. Martin led at the end of the first quarter, but then he lost his pedals and Haynes spurred to the lead, retaining it to the finish, when his bell rang first with a record of 1 minute, 41½ seconds for the mile. Martin's time was 1 minute 43 seconds.

WORCESTER, MASS.—The Worcester Bicycle Club has elected these officers for the ensuing year. President, F. P. Kendall; clerk, Dr. H. P. Cooke; treasurer, L. Holland; directors, W. A. Pickett, F. W. Barrett, with president, clerk, and treasurer; captain, E. F. Tolman; first lieutenant, George Putnam; second lieutenant, Charles Bruso; bugler, George A. Booker. A home trainer has lately been added to the rooms, and has caused a considerable rivalry among the "fast men."

DETROIT, MICH.—The members of the Detroit Bicycling Club met at their rooms, 17 February, and signed articles of incorporation. The articles provide that the name of the association shall be the Detroit Bicycle Club. The object of the corporation is to promote bicycling and physical culture, to provide a suita-

ble track for all seasons of the year; the capital stock of said corporation shall be \$5,000, divided into two hundred shares of \$25 each. The track proposed by the club is to be built around the Peninsular cricket grounds, not Athletic Park, as previously stated.

BAY CITY, MICH.—The bicycle club have been talking of building a quarter-mile track on the site of the old base-ball grounds. The club is in good financial standing, and with the help of some of our citizens the club could build a very fine track. The club has twenty members, with Mr. D. C. Williamson as president; Mr. Will Walters, secretary; Mr. Ed Babcock, captain; Andy Lewis, lieutenant, and Mr. B. H. Miller, color bearer. They have no bugler as yet, although they have a good bugle, which was won by the club at the Northeastern Fair held at Flint last September.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Frank Malvern, Port Jervis, N. Y.; J. W. Van de Venter, Sharon, Pa.; W. P. Hanna, 328 State street, Sharon, Pa.; W. J. G. Yuengling, 128th street and Tenth avenue, New York, N. Y.; W. B. King, North River Savings Bank, New York, N. Y.; C. A. Van Deuser, Jr., Hudson, N. Y.; David C. Lyman, 1201 N. 11th street, Philadelphia, Pa.; Charles Kohler, 1817 Ridge avenue, Philadelphia, Pa.

TO CORRESPONDENTS

G. L. MINOTT. No claim has been made for originality. We used just such a thing in our boyhood.

E. A. CLIFFORD. We have a very large stock of promises, which we will transfer to you if you like. The Royal Mail will have that kind of a head this year.

L. W. S. Thanks for favor.

A. B. B. We acknowledge the mistake.

ED. H. BRIGHT, W. Randolph, Vt. We have put you on the list. We have sent club rates.

C. E. WILSON. He can bring it as personal baggage if it has been used, and must certify that he does not intend to sell it. A number of wheelmen have bought two machines.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE.—A "genuine Humber" tandem, made by Humber & Co., imported last July, but little used, and in excellent condition; 50 or 52 inch for rear rider, front seat adjustable, convertible to light single tricycle; price \$200; when new, \$255. Address H. W. WARREN, Box 33, Jamaica Plain, Mass.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, \$70; one Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE.—One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

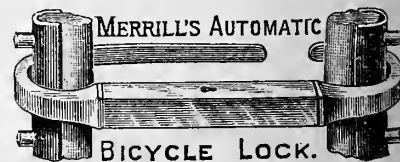
FOR SALE.—Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

RACING MEN.—If you want to buy a good racing machine, write to us; all sizes in stock; prices low. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price \$90. Address Box 5319, Boston, Mass.

FOR SALE.—Rudge Light Roadster, 52-inch, good as new, warranted, balls over all; a bargain, price \$110. Box 5319, Boston, Mass.

The "MISSING LINK" Found.



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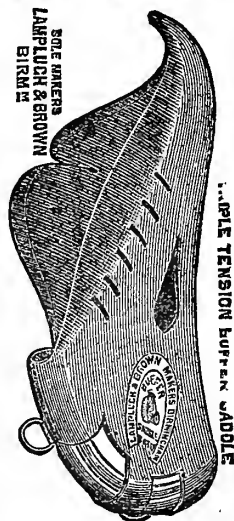
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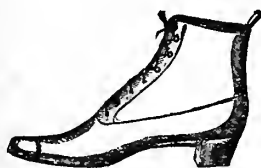
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A Combination of Practical and Well-Tested Improvements.

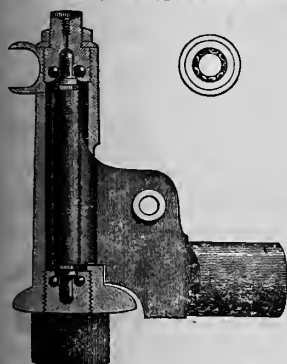
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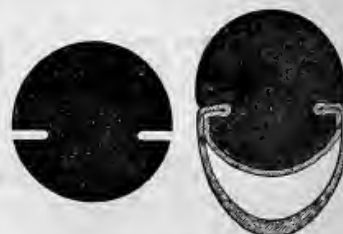
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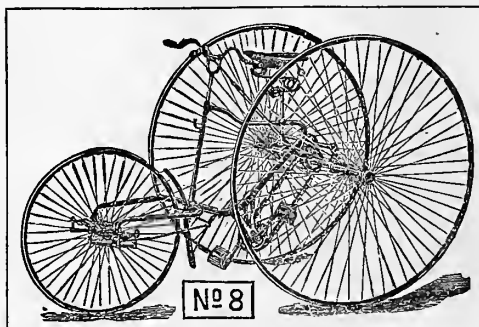
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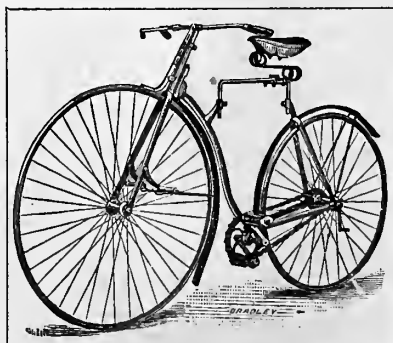
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 12 MARCH, 1886.

THE FIRST GUN.

THE first gun in the campaign against the makers' amateurs has been fired, and the war has begun. In another column will be found an important communication from the chairman of the Racing Board, wherein he suspends from the race track every prominent racing man in America, and upon them is put the burden of proof to sustain their right to an amateur status. This step has not been taken hastily, nor without careful consideration, and the war will be prosecuted with vigor and determination.

OUR views on the amateur question from force of circumstances are similar to

those of the chairman of the Racing Board, and like him one can see in the wheel world the growth of a public opinion which demands the enforcement of the amateur law in its spirit as well as in its letter. Wheelmen demand that the curtain shall be rung down on the farce that has been on the stage so long.

"How will this affect the trade?" asked a dealer of us the other day. We believe it will benefit it, for if there is a class of men more heartily sick of the whole business than are the dealers themselves, we do not know them. The system is degrading the sport, and it will not hurt the trade to do away with it. They have the professionals to use if they want records, and from the professionals must come the best work under the proper arrangement of things.

WHEELMEN have made two mistakes, — they have looked to see better records from the amateur than from the professional, and they have been led to believe it to be degrading to be a professional, and race for money. These mistaken views have led to the masquerade of professionals as amateurs.

THE action of the Racing Board will be endorsed to a degree that will surprise those who believe wheelmen care little about the amateur law. In our dual position we have not failed to embrace the abundant opportunities we have had to get at the drift of public opinion in the wheel world.

THE success of the first step depends largely upon the good faith of the makers and dealers. The Board has placed its certificates in accordance with evidence in its possession, and it has faith to believe that no maker or dealer will act unfairly. In that event, they have other ways to get at the truth.

LITIGATION.

THE full account of the suit for a temporary injunction pending litigation against the Overman Wheel Company, will be found reported in this issue. We have taken pains to print not only a full account, but also the affidavits that are filed with the Court, that our readers may get the benefit of the information elicited therefrom. This is really the first

decision that has been obtained, where the question of infringement has been entered into. By a careful perusal of the somewhat lengthy article, and the arguments on both sides, we may see the main points in dispute. The plaintiffs asked for an injunction on the defendants on the question of infringement on six patents, namely: Pickering (pedal), Hanlon (saddle), Buzzell (spoke), Serrell (rubber tires), Peters (roller bearings), and Whitehead (balance gear for tricycles). Before the case was heard, the first four claims were withdrawn, as the patents were either dead or soon to expire. An injunction was therefore prayed for under the last two claims. Under these two claims, the Peters and Whitehead, the plaintiffs claim that the defendants infringed by using devices known as the Bown bearing and balance gear. The decision of the Court shows that there was a very grave doubt of the existence of any infringement. This case will be heard soon on the main question, that of infringement. It will be remembered that the property of the Overman Wheel Company and the Ames Manufacturing Company was attached for the amount of \$45,000 two weeks ago. There has been an additional attachment of \$28,000, making \$73,000 in all under suits at law. The patents under which the suit was brought are as follows: Work (tangent spoke), \$10,000; Latta (hollow rim), \$15,000; Veeder (saddle), \$10,000; Shire (saddle), \$5,000; Shire (saddle), \$5,000; Johnson (tricycle), \$20,000; Moran (handle), \$4,000; Kirkpatrick (saddle spring), \$4,000.

A correspondent, writing in last week's issue, requests us to state all the valid claims on the bicycle and tricycle. The above, with the addition of the Peters and Whitehead, are presumably all the patents owned by the Pope Manufacturing Company that bear on the present machines, as these are all interested in the suit against the Overman Wheel Company.

The Overman Wheel Company and Stoddard, Lovering & Co. control the Bown adjustable ball bearing, and several other inventions in these specialties. Latta Brothers also have some claims on special features.

The answer to our correspondent "Naum Keag" will be better given by the courts, as all these patents are involved in suits about to come to a trial.

The Overman Wheel Company has entered suit against the Pope Manu-

facturing Company for infringement of the Bown ball bearing. This suit will soon come to trial. The situation has not materially changed since our last issue, excepting that the Overman Company has obtained an advantage in gaining the suit for a temporary injunction, on Friday last.

We are informed that a bond will be given for the attachments placed on the property of the Overman Wheel Company and Ames Manufacturing Company, which will allow the former concern to place their machines on the market in the regular course of business.

Wheelmen are to be congratulated that such is the case, as any forcible restriction in the trade will work a very great disadvantage to the interests of cyclers.

Public sympathy is growing very rapidly for the Overman Wheel Company, and it is becoming quite plain that these suits are taking on the appearance, at least, of wholesale oppression.

Pope Mfg. Co. vs. Overman Wheel Co.

PRELIMINARY INJUNCTION DENIED.

Reported for BICYCLING WORLD, by J. S. DEAN.

THIS is an application for an injunction against the Overman Wheel Company, brought by the Pope Manufacturing Company, for the alleged infringement of certain patented devices used on the defendants' tricycle. The case came on for hearing in the Circuit Court of the United States, District of Massachusetts, before Judge Le Baron B. Colt, of the Circuit Court, and Judge George M. Carpenter, of the District Court of the State of Rhode Island. The case, though a Massachusetts one, was heard in Providence, as a matter of convenience. The Court came in on Thursday, 4 March, at 2 10 P. M., having been adjourned from 10 A. M., owing to the absence of Mr. Wetmore. The following are the counsel of each party. For the complainants: Edmund Wetmore, of New York; Henry D. Hyde and Chas. E. Pratt, of Boston. For the defendants: B. F. Thurston, of Providence, and Chas. E. Mitchell, of New Britain, and Edward S. White, of Hartford. The papers in the case being handed to the Court, Mr. Wetmore addressed the Court, stating that owing to a mistake he had missed the train last night, and had been unable to be present at the opening of the court in the morning, for which he was very sorry but would endeavor by the brevity of his remarks try to make up for the delay he had unavoidably caused. This motion, he said, is one for a preliminary injunction, brought by the Pope Manufacturing Company, a Connecticut corporation, against the Overman Wheel Company, likewise a corporation of the same State, for the infringement of certain patents owned by the complainant. The motion is made upon bill and answer and affidavits. The patents relate to certain improvements of that class of velocipede known as the tricycle. Six patents were in the bill originally, viz: the Iuzzell patent, the Hanlon patent, the Serrell patent, the Pickering patent, the Whitehead patent, and the Peters patent. Owing to the lapse of time between the filing of the bill and this hearing, and for which the complainant is in no way responsible, the first four of the patents I have just mentioned have expired or are about to expire, and no injunction will be asked for those, but only on the remaining two, viz: the Peters and the Whitehead patents. The bill is in the ordinary form, except that it recites a license which the defendants took from the complainants, and which it is claimed estops the defendants from denying the validity of the patents. This the defendant denies, and alleges that the license does not contain such an estoppel, and that if it does it was by a mistake. I will now read to your honors the affidavit of Col. Albert A. Pope, the president of the plaintiff corporation, who states the relation of these parties clearly and succinctly. He says:—

That he is of lawful age; that he resides in Newton, Mass.; that he is, and has been since its organization, president of the Pope Manufacturing Company and its active and executive officer, and thoroughly conversant with its affairs; that the Pope Manufacturing Company was organized as a corporation in March, 1877, under the statutes of Connecticut, and located in Hartford, where it has and has had its factory, and it has and has had from the beginning its principal offices and depot for its machines in Boston, in the said District of Massachusetts; that in 1877, there being no demand for or sale of bicycles or tricycles in the United States, and no use of them except by a very few persons using machines imported from abroad, the Pope Manufacturing Company commenced importing and selling such machines, and in 1878 commenced the manufacture of such machines, and the promotion of their use and of a demand for them in the American market; that, when it began to manufacture such machines, there was but one other concern in the United States dealing in said machines, and that was an importer of English-made machines, which became and has ever since been, until it closed up its business, a licensee of the Pope Manufacturing Company under its various patents relating to velocipedes; that immediately upon its commencement to manufacture, the Pope Manufacturing Company was pressed with claims from different owners of American patents for the payment of royalties thereunder; that at first it took licenses under such patents as it was advised were valid, but very early in 1879, it began to purchase such patents, and has continued from time to time until the present to purchase such patents as it has been advised were valid and material to the construction of bicycles and tricycles.

From the time it began to import and sell such machines, and especially after it began to manufacture such machines, the company has expended large sums of money and a great deal of effort and diligence in removing prejudices against the use of said machines, and diffusing a knowledge of their advantages; and has expended many thousands of dollars annually in the advertisement and building up a market therefor; and has expended, in thus bringing the bicycle and tricycle to the attention of the American public and promoting the American demand therefor, more than two hundred thousand dollars; that, in the development of this business, the said company established agencies for the sale of its machines, and riding schools for instruction in their use in a large number of the principal cities and towns of the United States, such agencies for the said company numbering at the present time somewhere about four hundred; and the sale of the said machines has increased from less than one hundred in the first year of its business to many thousand machines annually sold by this company and its licensees, there being now, besides children's and youths' machines, which amount to a very large number, something more than forty thousand of such machines in use by adults in the United States; that such bicycles and tricycles and similar velocipedes, which have so come into use in this country, have been made, as this deponent is advised and believes, in accordance with the patents before referred to, owned by the complainants, and have derived their value and efficiency from the inventions covered by said patents; that of all velocipedes or any propelled vehicles in use at the present time in the United States, or sold during the past year, more than ninety-six per cent have been sold by said complainants, the Pope Manufacturing Company, and its licensees under said patents, and about two thirds of the higher grade by the Pope Manufacturing Company; that early in the development of the business, other concerns, seeing that there was a market made by the said company for said machines, were desirous of entering upon the business, and some of them sought licenses of this company, and some of them began to manufacture or import and sell such machines without license; in which latter case, upon being notified by this company of its ownership of and claims under said patents, they either desisted from infringement, and sought and sometimes obtained licenses, or were prosecuted by this company and forced to desist by the action of the courts; and the said company, keeping in view the needs of the market for the various sizes, styles, and constructions of the said machines, has pursued a policy of licensing a sufficient number of persons, firms or corporations in such a way as to promote and not to injure the business, and to fully supply the public demand and protect the interests of those already in the trade; that in pursuance of this policy the company has, since 1878, brought some ten or fifteen suits in the Circuit Court of the United States against infringers of said patents, or some of them, amongst said suits being those of the Pope Manufacturing Company against McKee & Harrington, in the Circuit Court of the United States for the Southern District of New York, one of them begun in 1880, and the other in 1882, in which several injunctions were granted against the defendants, and final decrees were entered in favor of the complainants, after which said McKee & Harrington took a license under said patents on the usual terms to other licensees; and the company has licensed parties as above mentioned until there are at present in the United States twelve licensed by the said company to

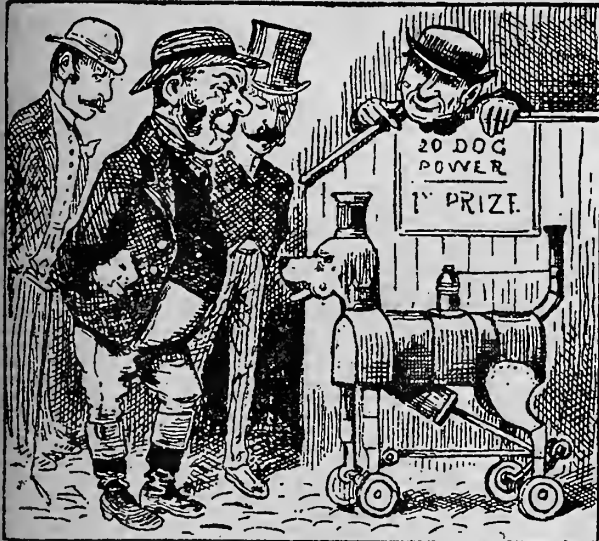
import and sell in the United States foreign-made bicycles and tricycles, and six concerns licensed to manufacture and sell bicycles and tricycles in the United States; that the licenses to all these dealers contain agreements not only for the payment of certain uniform stipulated royalties, but also other agreements of value to said company; that the company in granting licenses has never pursued the policy of licensing all parties indiscriminately who might apply therefor to sell such machines upon payment of royalties, but has endeavored to limit the number of licensees, and to distribute the rights to make or sell machines of different kinds in such a way as to fully supply the public demand, and also to protect the interests of the business and maintain the exclusive rights secured by its patents; that the character of said machines, to wit, bicycles and tricycles, is such that it is necessary, not only for the interests of those in the business and to prevent the use of them from falling into disfavor, but also for safety to life and limb, that said machines should be manufactured and constructed with a high degree of skill and of the best materials and workmanship, and in accordance with the inventions and principles of construction covered by said patents; that the acquiescence of the public and the trade in the validity of the patents owned by said company, and the claims made by said company under them, has been, to the best of the deponent's knowledge and belief, universal, except in the case of the attempted infringements above referred to, and the case of the defendants in this cause; and to-day, to the best of this deponent's knowledge and belief, the only concern doing business in the United States and infringing said patents is the Overman Wheel Company, the defendants in this cause, unless it be, possibly, the St. Nicholas Toy Company of Chicago, who are licensees of the Pope Manufacturing Company, and are making machines under said patents, but who have violated their license; and this company has brought suit against the St. Nicholas Toy Company in the Circuit Court of the United States for the Northern District of Illinois, in which preliminary injunction has been obtained against the St. Nicholas Toy Company, to restrain them from such infringements; and except also the Ames Manufacturing Company, of Chicopee, Mass., making bicycles, against which company this complainant has brought suit in this district.

Deponent further says, that Albert H. Overman, president of the Overman Wheel Company, defendant corporation above mentioned, before the organization of that corporation, contrived and made a tricycle and brought it to this deponent and the said Pope Manufacturing Company, to examine and see whether it contained any of the inventions covered by the patents owned by the Pope Manufacturing Company; and upon the ascertainment that it did contain such inventions, or some of them, the said Overman expressed his intention of making such machines and putting them upon the market, but of either changing his machine so as not to include any of the said inventions, or of seeking a license under said patents so to do; and this deponent and the Pope Manufacturing Company gave him an assurance that, under certain conditions already expressed, he should have a license for the manufacture and sale of such or similar machines; that subsequently the defendant corporation, of which the said Overman was president and managing officer, did commence to make tricycles, and did make and complete a model machine, and said Overman brought the model machine to Boston in the spring of 1882, and exhibited it to this deponent and to the attorney of the Pope Manufacturing Company; and this deponent and said attorney, after examination of said machine, advised said Overman that the machine did contain the inventions, or some of them, claimed in the Letters Patent recited in the Exhibit A, annexed to the bill of complaint in this cause, and pointed out to said Overman said patents, and the particular claims in said patents, and the particular parts and combinations in said machines involved in the claims so made; that said Overman expressed the desire of his company to make that particular machine, and his and its willingness to take a license under said patents to make said machines upon the conditions that the royalties stipulated in said licenses should be one half of the royalties stipulated by the Pope Manufacturing Company in its licenses to other parties in the trade, but refused to take the license and pay the same royalties; that thereupon the Pope Manufacturing Company, by its attorney, notified the Overman Wheel Company, by letter addressed to its officers, that the manufacture and sale of such machines would be an infringement of the said Letters Patent and of the rights of the Pope Manufacturing Company, and that if persisted in the Pope Manufacturing Company would be compelled to bring suit against the Overman Wheel Company under said Letters Patent. Subsequently and within a short time this deponent was informed that the Overman Wheel Company had retained counsel, including Messrs. B. F. Butler, B. F. Thurston, and Charles F. Mitchell, and that their counsel had examined said patents, and under their advice the Overman Wheel Company should decline to take the license proposed; that thereupon the Pope Manufacturing Company prepared its bill of complaint and made preparations to begin suit against said Overman Wheel Company, and the fact of said prepa-

THE CYCLE MANIA.

A PEEP INTO THE FUTURE.

PART III.



Owner (enthusiastically): "There, give him a feed o' ile once a week, and rub down with metal polish, and that there quadrike don't want nothing more."



The University Boat Race: Two to one on the Oxford octorike. "Wheel may the keel'row!"

From *Funny Folks' Annual*.

rations came to the knowledge of the Overman Wheel Company, as this deponent was informed by letter from one of the said directors, who asked this deponent for a conference upon the subject before proceedings should commence; and this deponent received a letter from Mr. Rodney Dennis, one of the directors of the Overman Wheel Company, dated May 12, 1883, a copy whereof is hereto annexed, marked "Dennis Letter, A. A. P.," also urging a conference and a treaty.

That a meeting of the directors of the Overman Wheel Company was called, which this deponent attended by invitation, and at which the said Mitchell and Overman were present; and where, after consultation, a draft of the license was drawn up, substantially like said Exhibit A, annexed to the bill in this cause, and said license was then and there negotiated and substantially agreed upon and was subsequently executed and delivered by both parties; that neither at such meeting, nor at the execution of said license, nor at any time whatever, was there any mutual understanding or intention between the parties relating to it, or any part of it, other than that expressed in the terms of said exhibit, and that there were no agreements of any description, verbal or otherwise, relating to any matter expressed in said contract, except as expressed in the terms of said written contract; that there was no statement made by either party and no mutual understanding of any description to the effect that, if the said license should be terminated by the licensee in pursuance of the option expressed in the agreement, the said termination of the license should have any other effect than that expressed therein, or that it should leave both parties unprejudiced in asserting all the rights and all the defenses that either of them had or might be entitled to before the execution of said agreement; on the contrary, this deponent avers that the acknowledgment of the title of the complainants herein and agreement never to dispute the validity of the complainants' patents in said license contained, was a principal part of the consideration for which said license was granted, and was understood by the deponent to mean exactly what it says, namely, that the licensee should never dispute the validity of said patents, and that it bound the licensee never to deny the validity of said patents, either before or after the termination of the license, whether the same was terminated by the expiration of the patents or by the option of the licensee; and deponent further says that this particular point was most earnestly expressed by him to the said directors and counsel in the negotiations for a license; and one of the principal grounds of difference, before said negotiations were complete, was the contention on the part of said licensees that the license should be so modified as to permit them to deny the validity of the patents, provided they surrendered the license; this deponent decidedly refused to accede to, and told them that under no circumstances would he

grant them a license which they could keep as long as they chose, and then throw up and turn round and fight the Pope Manufacturing Company; and deponent further says that said license, of which Exhibit A is a copy, was, to a large extent, as expressed in said license, an exclusive one to the Overman Wheel Company, and the Pope Manufacturing Company was thereby prevented from licensing other parties to manufacture the same kind of tricycle; and that the Overman Wheel Company entered upon said contract of license, and made tricycles thereunder, and made returns and paid royalties, and the Pope Manufacturing Company kept its part of said agreement; but afterwards, in May, 1883, the Overman Wheel Company surrendered said contract, and ceased to make returns and pay royalties under said contract, but did not cease to manufacture tricycles; but on the contrary, the Overman Wheel Company had used the time during which it had kept the contract in force, to accumulate a large number, amounting to several hundreds of tricycles, substantially or nearly completed; and that it then, immediately upon the surrender of the contract, placed them upon the market without being subject to the conditions of the contract and without paying royalties; and deponent further says that the season for the sale of such machines in the trade is substantially from March or April to September or October, the principal or best part of the season being May, June, and July, and that the character of said machines is such that no maker can make preparations and special machinery and make up a stock and place upon the market within less than at or about a year from the time of the commencement; and that, therefore, the Pope Manufacturing Company was prevented, by the act of the Overman Wheel Company, from licensing other parties and deriving any benefit from licenses to other parties during the season of 1883, and for some time thereafter; and deponent further says, that the Overman Wheel Company made machines wholly and others in part, and since said surrender of license has made and sold both tricycles containing pedals similar to those in the machine referred to in said license, Exhibit A, said pedals being free to turn on pedal pins; and has also, both before and since said surrender of said license, made and sold pedals separate from tricycles, but substantially like those made under said license, and which the Overman Wheel Company had been licensed to make, but has now no license to make, for use on bicycles or tricycles, and put a considerable number of them upon the market; and that said pedals, substantially like these which the Overman Wheel Company were licensed to make, so far as this deponent is advised and believes, and so far as he, as a dealer and practical user of bicycles and tricycles, and as familiar with the construction and salability of machines in the market, is able to say, contain the inventions described and claimed in the

Pickering patent and in the Peters patent, set forth in the bill of complaint in this cause; the only difference being that the pedals made in the machine submitted to the Pope Manufacturing Company, and for the making of which said license was granted, had their pedals made without anti-friction bearings laterally adjustable, and so without the invention claimed in the Peters patent, so far as the pedals were concerned, although that invention was contained in exactly similar form and manner in the steering wheel of that tricycle, as it is and has been contained in the pedals sold separately by the Overman Wheel Company; and this deponent further says that the said Overman Wheel Company, since the filing of the replication in this suit, has announced or procured to be announced, as this deponent is informed and believes, to the public generally, both by word of mouth and by printed and published circulars, and by advertisements in divers newspapers, its intention still further to infringe upon the rights of the Pope Manufacturing Company, not only by continuing to make and sell tricycles and pedals for use on tricycles and bicycles constructed according to the inventions and Letters Patent recited in the bill of complaint in this cause, but also by manufacturing and selling bicycles and other velocipedes containing said inventions, as well as the inventions and improvements claimed in other Letters Patent owned by the Pope Manufacturing Company; and further, that said Overman Wheel Company has proceeded to open salesrooms in Boston, Mass., which it still maintains, and where it keeps and offers for sale bicycles and tricycles constructed as above described; and this deponent has visited said salesrooms and has examined said bicycles, and seen them offered for sale and showed to customers, and has been informed by Albert H. Overman, the president of the said Overman Wheel Company, and manager of its business, that it has sold and is selling bicycles and tricycles and placing them on the market to the number of several hundreds. Deponent further says, that after this suit was commenced, and when the moving papers for an application for a preliminary injunction had been nearly completed, negotiations were entered into between the parties to the suit for a settlement of the controversies between them; that as a result of such negotiations, a memorandum agreement was made between the parties which was intended to be a settlement; that the Pope Manufacturing Company on its part endeavored to carry out the said agreement, and performed or tendered performance thereof, in good faith; that the Overman Wheel Company neglected and refused to fulfil its part of the said agreement, and because of said neglect and refusal, the Pope Manufacturing Company rescinded the same, and so duly notified the Overman Wheel Company, which rescission took place on or about 17 July, 1885; that the reason why this motion for preliminary injunction has not been made before, and

why this suit remained in abeyance for several months, was because of the said attempted settlement, and the endeavor on the part of the Pope Manufacturing Company to carry out the said agreement.

The second affidavit is that of Chas. E. Pratt, an attorney in the regular employ of the Pope Manufacturing Company, to the effect that the tricycles which it is alleged infringe these patents, were manufactured by the Overman Wheel Company, a fact which is not denied, and that one of those now in court is the original machine for which the license was given, and that the other is like it. Mr. Mitchell, of counsel for the defendants, here read the affidavit of A. H. Overman.

That he resides in the city of Boston, in said District of Massachusetts, and is of lawful age; that he has been the president of the Overman Wheel Company ever since its organization, January, 1882, and during all that time has had the principal charge and management of its business; that he has devoted substantially all his time and energies during the five years last past to the wheel business, and has made a special study of the construction of bicycles and tricycles as manufactured in England and America, and of the improvements from time to time, and of the numerous Letters Patent issued in the United States and elsewhere, for alleged inventions and improvements in such machines; that the Overman Wheel Company, in the construction of the tricycles made by it, has always been very careful not to infringe the patents of others, or violate any of the rights secured thereby, and to the best of this deponent's knowledge and belief, the said Overman Wheel Company has never made or sold any tricycle or other velocipede which has in any way infringed any of the Letters Patent set forth in plaintiff's complaint, nor has the defendant in any way violated any rights of the complainant. That in the spring of 1883 the deponent exhibited to Albert A. Pope, then, as now, the president of the plaintiff corporation, the Victor tricycle, made by the defendant company, and like Exhibit Victor 1, C. E. P., in order that said Pope might examine the same; that said Pope then examined the same, and after such examination assured this deponent that he was satisfied that the same did not infringe any of the patents owned by the Pope Manufacturing Company; but he subsequently notified the Overman Wheel Company, and this deponent, that he was advised by his attorney, Charles E. Pratt, Esq., that said tricycle did infringe sundry patents owned by said Pope Manufacturing Company, to wit, those set forth in the plaintiff's bill, and one or two others.

That the Overman Wheel Company thereupon consulted their attorney, Charles E. Mitchell, Esq., in relation to the alleged infringements claimed by said Pope and said Pope Manufacturing Company; and were advised by said Mitchell that in his opinion said tricycle did not infringe any rights of the plaintiff, under any of the claims of the Letters Patent claimed to be infringed by the defendant as aforesaid.

That the Overman Wheel Company have always been ready and willing to take a license from the Pope Manufacturing Company, and pay royalties to it for the use of any inventions or improvements secured to it by valid Letters Patent, and contained or used in the tricycles or other velocipedes made by said Overman Wheel Company; but this deponent has always believed and does believe that said Victor tricycle does not infringe any Letters Patent of the plaintiff, and has always been so advised by those learned in the mechanical arts, and in the construction and interpretation of patents.

That in the spring of 1883, the Pope Manufacturing Company threatened to bring suit against the defendant on account of its alleged claims of infringement as aforesaid, and threatened many of defendant's customers with similar patent suits, and by sundry other ways and means underook to embarrass and injure the business of the defendant; and, on or about that time, Edward W. Pope, the secretary of the plaintiff corporation, stated to this deponent, that unless said Overman Wheel Company would take a license from said Pope Manufacturing Company, they would by suits against his company and its customers compel the Overman Wheel Company to expend its entire capital in litigation.

That the Overman Wheel Company, in consequence of said threats and doings of said Pope Manufacturing Company and its officers and agents, and for the purpose of avoiding expensive and vexatious litigation, were induced to make with said Pope Manufacturing Company, the agreements, copy of which is annexed to the complaint in this case, and marked "Exhibit 'A' and 'B'"; that said Overman Wheel Company refused to take such license as said Pope Manufacturing Company granted to others, and especially refused to enter into any agreements which would be in any way binding or obligatory after it should surrender the license granted to it, except so far as it might be liable for royalties accruing prior to such surrender, and at the time said license was granted to said defendant by said plaintiff in May, 1883, it was distinctly stated, understood and agreed, by both parties thereto, that in case said license should be at any time surrendered by said Overman Wheel Company, it would be at full liberty thereafter to dispute the validity of the patents named therein.

That the public and the trade, with the exception of

the parties named in the affidavit of Albert A. Pope, filed in this case, have not acquiesced in the validity of the patents claimed to be owned by said Pope Manufacturing Company, and, in addition to those named in said affidavit of said Albert A. Pope, there are many persons who do not and who never have acquiesced in the validity of said patents and the claims of said Pope Manufacturing Company, under the same, and among such others are the following, to wit:—

The H. B. Smith Machine Company, of Smithville, N. J.; — Morgan, of Cincinnati, Ohio.

That on 7 Feb. 1885, when the plaintiff and the defendant made the agreement, copy of which, marked "Exhibit B," is attached to the supplemental answer filed in this cause, there were several suits pending between said Pope Manufacturing Company and said Overman Wheel Company, and said agreement of 7 Feb. 1885, was by both parties intended to be and was executed upon the understanding that the same was a full settlement of all prior claims involved in said suits and of all claims existing between said parties.

That the defendant has repeatedly since 7 Feb. 1885, both before and since 17 July, 1885, notified the plaintiff of its readiness and willingness to do all things to be done by it under said agreement; and particularly on 25 June, 1885, did the defendant give such notice to the plaintiff by letter, copy of which is hereto annexed and marked "Exhibit No. 1."

That no action was taken by either party in any of said suits after said 7 February, and prior to 17 July, 1885, and the defendant has always maintained said agreement of 7 February to be binding on both parties thereto.

That on 16 July, 1885, when the officers of said Pope Manufacturing Company and its attorneys knew that this deponent was absent in England, and that all of the other officers of said Overman Wheel Company were out of the city of Boston and could not be called together within the time specified, and said Pope Manufacturing Company caused to be sent to the defendant's office, in said Boston, a letter, a copy of which is attached and marked "Exhibit No. 2," and a form of agreement or license which is attached also hereto and marked "Exhibit No. 3."

That on 17 July, 1885, Charles R. Overman, an employee of the defendant and then temporarily in charge of the business being done at the Boston office of the defendant, replied to said letter, and a copy of his letter is annexed and marked "Exhibit No. 4."

That on said 17 July, 1885, said Pope Manufacturing Company sent another letter, copy of which is attached and marked "Exhibit No. 5," to the defendant's office at Boston, and by the same claimed to terminate said agreement of 7 Feb. 1885.

That said Pope Manufacturing Company never has had any other right or license to use the patent called in said agreement of 7 February the Bown patent, other than such as it acquired under and by virtue of said agreement.

That for a long time after said 17 July, 1885, to wit, until sometime later than the Sept. 1885, said Pope Manufacturing Company extensively advertised that it had a full license under said Bown patent, and especially did it so advertise on page No. 50 of its printed catalogue, a copy of which is attached hereto and marked "Exhibit No. 6," and deponent avers on information and belief that a very large number of such catalogues have been sent out by mail, and otherwise distributed by said Pope Manufacturing Company since said 17 July, 1885.

That said exhibit is not such a license as the plaintiff and defendant agreed and intended should be given by said Pope Manufacturing Company to said Overman Wheel Company by their agreement of said 7 Feb. 1885; and the Pope Manufacturing Company has never tendered or offered to give to said Overman Wheel Company such a license as the parties to said agreement intended should be given by said Pope Manufacturing Company to said Overman Wheel Company.

That the suit brought by said Overman Wheel Company against said Pope Manufacturing Company, to compel the specific performance of said agreement of 7 Feb. 1885, as is set forth in defendant's reply filed 28 Sept. 1885, to plaintiff's motion for an injunction in this case, has not yet been heard, but is still pending in the superior court of the county of Hartford, State of Connecticut.

[Seal.]

The exhibits are as follows:—

EXHIBIT NO. 1.

OVERMAN WHEEL CO., VICTOR BICYCLES AND TRICYCLES.

179 TREMONT STREET.

BOSTON, June 25, 1885.

POPE MFG. CO.

Gentlemen,—We further notify you, that we now are, as we have at all times been, ready to comply with the contract made between us, dated Feb. 8, 1885, and will do so simultaneously upon your complying with your part of the contract.

We await, and request your license to us to be issued,

in accordance with your agreement set forth in the contract.

Very truly yours,
THE OVERMAN WHEEL CO.,
A. H. OVERMAN, Pres.

EXHIBIT NO. 2.

OVERMAN WHEEL CO., VICTOR BICYCLES AND TRICYCLES.

179 TREMONT STREET.

BOSTON, July 16, 1885.

OVERMAN WHEEL CO.

Gentlemen,—The state of affairs under our agreement of Feb. 7, 1885, is very unsatisfactory. Our efforts to induce you to fulfill its terms have hitherto proved unavailing, and we are now constrained to say as follows:—

At the interviews of our respective officers and counsel in March last we tendered you a fulfillment of our part of the agreement, a release for past claims and consent to discontinue suit, and a license in the printed form used by us, and substantially uniform with all the licenses we have ever granted.

You have found no fault with the first two papers; you objected to certain clauses of the printed license, and we altered the form accordingly. Several months have elapsed, and you still refuse to receive the license or keep the contract. This is respectfully to notify you that we still maintain the tender we then made and are ready to deliver that license, and an exclusive license of similar form to make high grade bicycles and tricycles, as well as the consents to discontinue and release you then examined, and to receive from you a like release and a perpetual license under the Bown ball bearing patent for one dollar. We, in accordance with your request, have excluded from the license certain patents of later date than 1860; we will restore those patents to the license if you have changed your mind and so desire.

To prevent mistake, we annex a copy of the prepared form of license, being the form tendered at the March meeting as finally modified. We shall deem anything else than an unqualified acceptance of the fulfillment of the agreement proposed in this letter as a refusal to keep it on your part, and shall terminate the same, unless we are notified of such acceptance before noon to-morrow.

In case you accept, we will attend at any place or hour you may name to exchange the papers.

Yours respectfully,

THE POPE MFG. CO.,
By ALBERT A. POPE, Pres.

EXHIBIT NO. 3.

[MEMORANDUM. This Exhibit No. 3 is largely in print, and is not reprinted here, copies thereof containing the parts written in will be exhibited to the Court. JOHN G. STETSON, Cler. k.]

The letter alluded to as the one written by Charles R. Overman is as follows:—

OVERMAN WHEEL CO., VICTOR BICYCLES AND TRICYCLES.

179 TREMONT STREET.

BOSTON, July 17, 1885.

THE POPE MFG. CO.

Gentlemen,—Your communication of July 16, 1885, was received at this office at eleven o'clock A. M. of that day.

As you are well aware, the president of our company, Mr. Albert H. Overman, who principally attends to the management of its general business, and who alone in its behalf has met the officers of your company in regard to the matters embraced in your communication, is now in Europe, and will not return before about the tenth day of August next. All of the directors and officers of our company were and are absent from Boston, and cannot be called together in season to act on your communication within the time designated by you. But this company has at all times, as I am informed, been willing to observe and fulfill on its part the agreement of Feb. 7, 1885, and has at times insisted on the Pope Mfg. Co. observing and fulfilling the same on its part.

The Overman Wheel Company does not assent to any of the statements made or positions assumed by you in your communication of yesterday, but, on the contrary, denies the same, and it has claimed and now claims that no form of license presented by you has been in accordance with the terms of the agreement of Feb. 7, 1885, and this company at all proper times has pointed out its objections to your officers and agents, and this draft of a license enclosed with your communication of yesterday is also objectionable for the reasons previously made known to you, the details of which cannot in this limited time, and in the absence of the

DO YOU KNOW

That this is the **4th Year** of the

RUDGE LIGHT ROADSTER?

That 257 miles have been ridden on this machine in 24 hours in this country, and 266 miles in England?

That the various imitations of this machine now on the market convinces us that it is about right?

That a change is not always an improvement; and as the **RUDGE LIGHT ROADSTER** has stood the test for three years nobly, we recommend it to our friends, knowing they will not be disappointed?

That we defy any manufacturer to produce a better machine, as its records on the road, path and hill speak for themselves?

That although the price may be a trifle higher than some others, the riders have the satisfaction of knowing that the **RUDGE LIGHT ROADSTER** is all that can be desired, and pay it willingly?

That **MESSRS. STODDARD, LOVERING & CO., 152 to 158 Congress Street, Boston,** are the sole U. S. Agents for the **RUDGE CYCLES**, and would be happy to send a Catalogue to any one desiring the same?

—*—

RELIABLE AGENTS WANTED. CORRESPONDENCE SOLICITED.

The American Twenty-Four-Hour Record was Broken on Nov. 20 and 21 by L. D. MUNGER, of Detroit.

259 $\frac{3}{4}$ MILES.

Mr. Munger Rode the Entire Distance on One Machine, which Stood the Test Without Weakening a Part.

A 57-INCH APOLLO Weighing 34 Lbs.

This Proves the QUALITY of MATERIAL and WORKMANSHIP in

SINGER'S CYCLES.

NOT A BROKEN BACKBONE OR BUCKLED WHEEL THIS YEAR.

W. B. EVERETT & CO., 6 & 8 Berkeley Street, Boston.

ILLUSTRATED CATALOGUE FREE.

REPAIR SHOP JUST OPENED.

REDUCTION IN PRICES.

THE GREATEST BARGAINS EVER OFFERED.

FINAL CLEARANCE SALE.

REDUCTIONS FROM \$40.00 TO \$75.00.

Highest Grade, Brand New, Perfect in Every Respect. All Weldless Steel Tube and Interchangeable. BALL BEARINGS to Both Wheels. ALL SIZES.

American Club, Sanspareil Light Roadster, American Sanspareil, American Roadster.

PRICES FROM \$60.00 TO \$90.00.

 Machines are sent ON APPROVAL, and may be returned if not SATISFACTORY, and Money will be REFUNDED. 
SEND FOR PRICE LIST AND PARTICULARS.

TESTIMONIALS FROM PURCHASERS.

After giving the 57-inch Sans Light Roadster a trial of over five hundred miles of hard riding, I am more than pleased with it. It gives me entire satisfaction.

WM. M. FRISBER,
President New Haven Bicycle Club.

My Sans Light Roadster is as near perfection as a wheel can be.
N. K. NOVUS, Manchester, N. H.

My 55-inch Sans Light Roadster suits me exactly. My weight is one hundred and seventy-five pounds. I am highly pleased.

J. L. ROSS, Eufaula, Ala.

The 56-inch American Roadster has proved perfectly satisfactory, and is really more than you represent it to be.

G. W. GREEN,
Cuthbert, Ga.

The 28-inch American Sanspareil was perfectly satisfactory, and I consider it the best wheel made.

H. K. FOX,
York, Pa.

S. T. CLARK & CO., 2 Hanover Street, BALTIMORE, Md.

president, directors, and officers of this company be now pointed out.

I have no authority to act for or to bind the Overman Wheel Company, concerning any of the matters embraced in your communication of July 16, 1885. The limited time defined in that communication precludes any meeting of the directors or officers of this company to consider the matters therein embraced.

I am, very truly yours,

CHARLES R. OVERMAN,
In behalf of the Overman Wheel Co.

Mr. Wetmore resuming. — In answer to the affidavits read by Mr. Mitchell, I would say that the delay has been due to the fact that negotiations were being made between the parties, and the Pope Manufacturing Company, and that it has been guilty of no laches. The agreement of 7 Feb. was a personal memorandum, signed by Col. Pope and Mr. Overman. As soon as this was done the Pope Manufacturing Company tendered a printed license. The Overman Wheel Company objected to certain clauses through its counsel, and certain modifications were made on request of the Overman Wheel Company. Finally, month after month passed, and the Overman Wheel Company failed to do anything, and it was notified that the license would be rescinded, and it was. And then the Overman Wheel Company brought suit for specific performance, but there was an application for an injunction, but this suit could not be brought during the pendency of the suit for specific performance. Finally, matters were at an end, which accounted for the delay. The complainant bases its right to an injunction on the ground that the patents in suit have been established by long acquiescence and exclusive possession. The defendant has admitted the validity of the patents and is estopped to deny them; that even if not estopped, there is nothing in the answer to show that they are not valid; that an immediate injunction should issue to save the complainant from irreparable injury, and that it had been guilty of no laches. The long acquiescence and exclusive possession is proved by the affidavit of Col. Pope, which has not been and cannot be successfully contradicted. With the exception of the defendant, the acquiescence of the public and the trade has been substantially universal. That no adjudication has been had, is because of this very fact that the trade has used the inventions and paid the royalties. In the *Federal Reporter* is a decision, that under these circumstances, a preliminary injunction is seldom refused. In this case the same facts support the complainant's demand. Capital to the extent of half a million is invested under these patents. Indeed, the development of the bicycle is due to beneficial effect of fostering American inventions. The skill of the American inventors as compared with English constructions, and the use of these inventions, has produced a machine superior in lightness and ease of running. It is only pursuing a salutary and familiar rule of law that property rights should not be disturbed without the clearest proof. I would call the attention of the court to the admission of the validity of the patents, by the acts and declarations of the defendants. The covenant in the license on the part of the defendant, is a covenant that he should not be here-to-day to dispute. The covenant is one not to dispute at any time, or in any manner, the validity of the patents. The contention of the other side is, that giving the option to surrender gives the right to annul; but we contend this is not so, because it is entirely possible to make a covenant that shall not so terminate. It is not void or against public policy. The licenses might accept or reject such a condition, but if he accepts it he is bound by it. Such a construction is not unreasonable. As long as he takes the benefit of covenants, he cannot of course dispute them; but when the license has terminated, then the covenant inures to the benefit of the grantee of the license. There was no saving clause.

Mr. Hyde here stated that on the application of the Overman Wheel Company for a reduction of the ad damnum, as he had to try a case in Boston next day, and as the present hearing would take to-day and part of to-morrow, he would like to have the hearing take place on Saturday instead of immediately at the close of the present hearing.

Mr. Thurston. — We are very desirous that the hearing should take place as soon as possible. Three more attachments have been brought since yesterday, making a total amount of \$73,000. The total amount that the plaintiffs are entitled to recover, at \$10.00 per machine, is only \$16,000. This is simply a foray to break up the defendant's business. I recognize the power of the plaintiffs, and we want a hearing as soon as possible.

Judge Colt. — Have a case marked for trial Saturday, but I think the hearing should be had as soon as possible.

Mr. Hyde. — We have brought these suits in good faith, and we have brought all we intend to.

Judge Colt. — I should think that where there are so many counsel they might go on at the close of the present hearing. I feel that the motion should fall on this.

Mr. Thurston. — I will offer here and now to give a bond for \$20,000 on all these suits.

Mr. Hyde. — We have agreed to let matters stand as they are. The marshal has been instructed to let the

works proceed. The amount due on machines is about \$40,000, and we do not think a \$20,000 bond is sufficient. As to the method, we shall accept any suggestion.

Mr. Thurston. — Mr. Hyde, is it not a fact that the works are shut down and the men out of employment?

Mr. Hyde. — The marshal has been notified to let the works proceed. The hearing was set down for Saturday morning at 10 o'clock, on oral testimony.

Mr. Wetmore then continued his argument on the patents. "I will take first the Whitehead patent. The old form of vehicle, propelled by the feet of the rider, embraces a large class of velocipedes, now represented by bicycles and tricycles." Referring to the Victor tricycle exhibited, he said: "The two large wheels are the driving wheels. These must be driven by the pedal power, transmitted to the drivers by means of gear belts or chains. The object of the Whitehead patent is to afford a ready means of turning to the right or to the left." He then stated the effect of the Whitehead patent, and all balance gears, and said that Mr. Whitehead was the first inventor to accomplish this result on any tricycle, and that but for this invention the usefulness of the tricycle as a road vehicle would be seriously impaired. Here a model was exhibited, showing the Whitehead balance gear. At this point the Court adjourned for the day. (4.05 p. m.)

PROVIDENCE, Friday, 5 March, 1886. — Court came in at 10.10 a. m. Mr. Wetmore resuming, continued his description of the Whitehead balance gear, and pointed out its advantages, which are familiar to all cyclists. He then referred to the specifications which he read to the Court, and explained the illustrations. "Do we find," he said, "in the defendant's mechanism, the same elements to produce the same results? I think I may say that a more perfect case of infringement I never saw. A mechanism which looks differently but is the same." Mr. Wetmore then showed the court a model of the balance gear used by the Overman Wheel Company on the Victor tricycles.

He claimed that the two spur gears on the defendant's device was equivalent to the one bevel gear in the Whitehead patent. The result is identical. There is a precise correspondence between this mechanism and that described in the patent. One cannot use a mere spur gear, which is the equivalent of the bevel gear, and thus avoid the patent. It embraces every essential feature. The affidavit of Mr. Sheppard (the defendant's expert) does not deny any of the essential particulars, or that it differs from the complainant's invention. They have not introduced any tricycle patent which can be operated by this mechanism prior to this invention. Then, as to the state of the art, only three patents are introduced, but there is nothing in the moving papers which show that they rely upon but one, and that is only a provisional specification for a device on a traction engine, but it did not go far enough to permit any one to have made a contrivance which would have been the same as Whitehead's. I pass now to the Peters patent. The controversy here relates to that part illustrated by Fig. 4, and covered by second claim only. This patent is for an anti-friction bearing. It relates to a device for overcoming the friction of all vehicles mounted on wheels. The peculiarity of the Peters device consists in having the bearing surrounded by shoulders, and having part of the axle surrounded by a nut for screwing the bearing up tight. He then explained some models to the Court. This is a roller bearing, and the ends of the rollers are conical, and one of the shoulders on the axle is fixed and the other movable, which can be turned, to take up the wear. In these bearings there are two objects: first, always to present a sloping and curved shoulder; and second, simplicity and strength of construction. The peculiarity of the Peters anti-friction roller bearing is, that though old, it combines the two features necessary to a good bearing. In old bearings the hub had to be taken apart, and did not have the shoulders on the axle. The nut at the end is bevelled to take up the wear at the end of the rollers. The defendant, instead of using rollers, uses balls. The importance of this anti-friction bearing is, that while contributing to the ease of running, it is necessary to have an easy bearing at whatever angle the wheel may be placed. As to the right and equity of the complainants as to any laches, as I have already stated facts, I will not trouble the Court further. As to the present attitude and position of the parties: The spring trade has just opened; the business of the year will be done in a few months. It is not likely that, as the next term of the Court comes in May, we can get a decree before fall. That delay would work irreparable injury to the complainant. If the defendant is allowed to put a large number of machines on the market, and not charge for the inventions, he can do much to injure the trade and the complainant. Under these circumstances, if there is any doubt, the plaintiff, and not the defendant, should have the benefit of it. Where it comes into Court with patents so long established, with the presumption in their favor, patents under which the defendant has taken out a license, paid royalties for, and admitted their validity, it creates such a presumption in their favor that, unless the defendant overthrows that presumption by the clearest evidence, the Court should protect the complainant's property. The facts create a presumption and equity in favor of the complainant.

Mr. Mitchell then opened for the defendants. The notice for injunction was filed one year after the answer

had been filed, during which time a spring season had intervened. The plaintiff's affidavits are published and on the records, but ours had not been printed and had not been filed. I shall call attention to the fact that these excuses should not obtain in a court of equity. The complainants have come into court with "tardy feet and unclean hands."

These patents are void, and we are not estopped to deny their validity. There has been no adjudication, and there has been no general acquiescence. In the infancy of the bicycle business it fell to the good fortune of Mr. Pope to possess the Lallement patent, which was the foundation patent. Then, as no one could build a bicycle without infringing that patent, there was only one customer who could buy the little improvements, and so all the little streams and rivulets came to the main tributary. Mr. Pope was receiving about \$100,000 a year from his business. No wonder Mr. Pope did not want to release his monopoly, and so he stuck his licenses all over with devices for stoppage. Mr. Overman, as well as other bicyclers, were aware of this obstruction, and that so long as the Lallement patent existed, no one could make bicycles, but when it expired any intelligent man could make them. Mr. Overman took out a license, not because he accepted the validity of the patents, but because Mr. Pope said that if he did not he would kill his business in expensive litigation. One stipulation we made was, that if we put the yoke upon our necks, we should have the key to unlock it at any time. The license was granted, and it contained a proviso that we should not dispute the patents; but it also contained the right to surrender the license. That license was taken, and for one year the defendant paid royalties, but being advised that the patents were not infringed, at the end of the year, availing himself of the contract, it terminated it. On the 7th of February, Col. Pope himself drew up an agreement, already alluded to. In the summer of '85, when Pope knew Mr. Overman was in Europe, he sent a license to the Overman Company, and said, "Take this license, or that house of refuge shall be burned at noon." Taking license, reads from it, and says, "There should be written across the face of this license, in the words of Dante's 'Inferno,' 'Who enters here leaves hope behind.'" Mr. Charles Overman sent a polite reply, stating the facts. Next day came the answer, "The settlement is abrogated," whatever that may mean. Pope had advertised and put on his catalogue that he was licensed under the Bown patent, and claimed that we had not done what we ought to have. Finding that we could not get the only thing we wanted, — peace, — we acquiesced in the decision. Our only object has been at all times to get a hearing before a Court where we could get justice done.

The next question is, whether or not we infringe. I claim that when the prior state of the art is taken into consideration, we do not infringe. I invoke the rule laid down in every case, that when, on the facts presented, a fair and reasonable doubt exists, a preliminary injunction will be refused. I feel absolutely certain that we do not infringe, and that we shall be entitled to come before the court in May on the final hearing, and ask that the perpetual injunction be refused. In each of these tricycles there are five ball bearings. No expert has said that we infringe the ball bearings, except on the small wheel, while on that wheel there are two rows unlike the Peters; but on the driving wheels there is only one row of balls. It is due to the fair consideration of the case, that the bearings on the main axle are not complained of; and I think your Honors will be surprised that they should claim that we infringe in the small wheel and do not in the axle bearings. Here Mr. Mitchell explained ball bearing, and claimed that the Peters patent was only for use on an ordinary road wagon; that there was no description or claim of any adjustable feature in this Peters patent, and no elongated cylindrical bearing, which is essential to the Peters patent, is found in the Overman. The Peters, he said, is a non-adjustable roller, and ours is an adjustable ball bearing. It is nothing in the world but the old wagon axle, with the shoulders slightly bevelled, the rollers being independent of the bearing. It is absolutely necessary that under the Peters invention a portion, at least, of the roller should touch the axle on its parallel surface, and the inventor never contemplated the use of balls, as used by Overman in place of the rollers. This case is not without its prior art, not only in construction but in anticipation. There is the Alcott patent, which is seven years prior to the Peters. The complainants conceding that the bearings on the main axle do not infringe must, I think, concede that the one on the small wheel does not. As to the Whitehead patent, we do not claim that our gear does not accomplish the same purpose, but we do not concede that Mr. Whitehead was the first person to use a differential gear in vehicles similar to the tricycle. The art is not yet fully developed. In France (and I do not know but perhaps in this country) tricycles are propelled by electricity and steam. I want the learned gentlemen on the other side to tell me if Mr. Overman mounted a steam engine on his tricycle, whether the Whitehead invention would be eliminated. The gentlemen lay stress upon the word tricycle, but the Whitehead invention was a tricycle, but a four-wheeled vehicle. Here Mr. Mitchell called the attention of the Court to some English inventions of differential gears used on traction engines.

It being one o'clock, the Court took a recess of one hour.

At two o'clock the Court came in, but before Mr. Mitchell could resume his argument, Judge Colt said that during the recess he had consulted with Judge Carpenter, and said: "We feel it our duty to state that there are two considerations which weigh with the Court. The case is nearly ready for final hearing, and the evidence discloses that the question of infringement is a difficult one. We think that the prior state of the art discloses that there is some question whether the defendant infringes. We do not think that at this state of the case we should be asked to go into this question at this time.

Mr. Wetmore. — Unless your Honors have definitely made up your minds on that point, I do not think that to put the question entirely upon infringement would be quite just. We are just upon the threshold of the year's business. If the case is heard between the 15th of May and the 10th June, the recess following, we should not get a decision until the end of the year. The complainants would be greatly injured. The complaint comes into court at the expiration of a great length of time. If the notice has been put off by the defendant, by discontinuing the suit for specific performance, it is hardly just that the complainants should suffer. I hardly think that the question that will be left for your Honors to decide will be one of great difficulty. If your Honors have definitely made up your minds, it would be idle for me to discuss the matter now. If it made practically no difference we would not press this matter, but it is to — Judge Colt (interrupting). We are satisfied that there are serious and complicated questions on the infringement on the Peters patent, and on the Whitehead patent it does not appear that your patent is the foundation patent.

Mr. Wetmore. — The Whitehead patent involves a step in the art by admitting what is absolutely necessary to the tricycle. Mr. Whitehead did not take the combination as used on traction engines, but applied it to a velocipede, and he was the first one to do so. I have not yet had a chance to reply to the patents. Not a word has been said against these patents, except in the most general way.

Judge Colt. — But having in mind the rule that governs the granting of preliminary injunctions, we feel that we ought not to grant one at this time.

Mr. Wetmore. — If that is the definite conclusion of your Honors, we must submit. It places us at a disadvantage. This bill was pending a year ago in August. It has been deferred from time to time. It has been pending on account of future negotiations, brought to an unsatisfactory conclusion through no fault of the complainants. It has been simply impossible for the complainants to do differently.

I will now make the offer to adhere to the agreement of 23d of February.

Judge Colt. — We were not governed by the question of laches, and we might assume that both sides had been guilty of them. I have stated the two considerations that have governed us in arriving at our decision.

Mr. Wetmore. — I cannot struggle against the definite conclusion of the Court.

Judge Colt. — The motion for a preliminary injunction is to be denied.

It was then agreed by counsel that the motion to reduce the amount of the attachments made by the Pope Manufacturing Company should be heard the next day at 10 o'clock, and the court then adjourned.

MOTION TO REDUCE AD DAMNUM.

PROVIDENCE, Saturday, March 6, 1876.

The Court came in at 10.20 A. M.

B. F. Thurston addressed the Court in behalf of the defendants, saying: "There has been instituted within a few days against the Ames Manufacturing Company and the Overman Wheel Company eight different suits, and property in the hands of the Ames Company and their own has been attached to amount of \$73,000. The petitions, in accordance with the statutes of Massachusetts, has been filed, and will be a sample of all. [Here one of the petitions was read.] These several patents on which these suits are brought I cannot go into particulars in regard to, but I am inclined to the view that I have the right to state that not one contains anything that is in the defendant's machines. I can show by Mr. Shepard that five of them on their face do not touch any device in the defendant's machine, and that two of them are covered by the prior state of the art. For example, one of them, the Moran patent, relates simply to a handle, which has been put on every chisel on the face of the earth. It happens in this case to be made of rubber instead of wood. That is the character of them all. Courts are not disposed to allow parties to use the right which the law has given to oppress. The license exhibited contains a lot of patents, and it has been the custom to purchase new patents and incorporate them in it. Three of these are in the licenses, and the others have been acquired very recently; but I appeal to the honor of Mr. Hyde to state frankly to the Court whether new patents will not be embraced in any new license which may be given. The extreme recovery it can get would exceed their

royalty of ten dollars per machine, and this is to be reduced about the 1st of July to five dollars. All the bottom or controlling patents have expired. I only allude to this to show the value of the property. Several of the patents, — the Kirkpatrick and Shire relate to the saddle, and it is a fact that Bull and Bowen have been licensed under a lot of them for twenty-five cents per saddle. Now the total number of machines we have made and partly constructed was in 1885, 1,165; in 1886, 450; incomplete, about 300; tricycle, not over 740, or less the number settled for, an aggregate of 2,435 machines, so that the total recovery possible would not exceed \$24,000.

If my statements are not correct, they have their expert, Mr. Earle, here to testify. I offer to show by Mr. Sheppard that as to six, at least, on the face of them they are not infringed. I have not expected that the plaintiff will ever stand before a jury, and if it does, and we get the verdict, we expect we will follow with suits for malicious prosecution. I would like to call Mr. Sh. pard.

Mr. Hyde. — The question, as I understand it, is whether the amounts we would be likely to recover would be likely to equal the amount of the attachment. The suits are brought, and brought in good faith, and not for the purpose of injuring the defendant. The Overman Wheel Company commenced the manufacture of tricycles, and took a license, agreeing to pay ten dollars royalty. It gave an order for five hundred machines, and when they were about completed surrendered the license. While in our license we have a printed list of all our patents, in the granting part we limit our licensees to what they want to use. The Overman Wheel Company surrendered its license.

Mr. Mitchell. — We made you an offer of \$5,500, the amount you claimed.

Mr. Hyde. — After we had rescinded the agreement of 7 Feb., it made us an offer. There has been a most deliberate purpose to infringe. We shall ask under the statutes for a recovery of three times the amount of the verdict. We have our licensees to protect, and are bound to protect them by covenant.

Then followed some discussion as to the exact number of machines the defendants had made, the amount the plaintiff could recover on the saddle, the most of the remarks being in reply to questions put by the Court. It appeared that the suits were as follows: \$20,000 on the Johnson patent, which has just been acquired by the plaintiff, and is claimed to be an underlying patent. The suit is brought in the name of Sidney Johnson. This patent is not included in the license.

\$15,000 on ninth claim of the Latta patent on hollow rims, included in same licenses.

\$10,000 on Work patent on tangent spokes.

Two suits, of \$10,000 each, on saddle patents; one in the name of Kirkpatrick, and one in the name of Pope.

Two suits of \$4,000 on new spring.

Mr. Thurston replied, that it was too plain that these suits are brought to break up defendant's business. They bring suits in the names of prior owners. All our property has been attached. The enumeration of machines includes unfinished.

Judge Colt. — Would there be recovery on these?

Mr. Thurston. — The machines must be substantially finished.

Mr. Hyde, in answer to a question put by the Court, said the property attached was worth, he should say, about \$60,000 or \$70,000.

Judge Colt. — The only question is, whether these attachments are excessive. We do not think they are, but I should not think that the plaintiff would be justified in making any more attachments. The motion is refused.

Makers' Amateurs Suspended.

THE following official notices will appear in the *League Bulletin* the present week.

BOSTON, 8 March, 1886.

Editor League Bulletin: — The Racing Board is in possession of evidence which makes the amateur status of certain wheelmen a matter of reasonable doubt, and the following notice has been served upon the parties whose name follow: —

[FORM A.]

You are hereby notified that the Racing Board of the League of American Wheelmen is in the possession of evidence which makes your status as an amateur wheelman under its rules a matter of reasonable doubt. You are requested to furnish to the Racing Board such certificates, signed by yourself and others, as the Board may demand. Unless such certificates are returned to the Board within thirty days from the day of, 1886, and are of such a nature as to satisfy the Board that you have violated none of the rules relating to amateur cyclists, adopted by the L. A. W., you will be adjudged a professional,

expelled from the League if you are a member, and all amateur wheelmen will be notified through the medium of the press that to compete with you will be considered an infraction of the amateur law. You are hereby suspended from the race-track pending the investigation; and during the term of your suspension you are forbidden to enter any amateur cycling event. The fact of your suspension will be published in the *League Bulletin* and other cycling papers, and all amateur wheelmen will be warned against competing with you while such suspension continues.

It is charged that you have received for engaging in the sport of cycling, and more especially for riding a particular make of bicycle or tricycle, money gifts or benefits from the following persons or firms, or their agents:

Enclosed find certificates which the Racing Board requires you to return with the signatures of the parties specified thereon.

Please find also a blank certificate which you are requested to sign, if the statements therein are true, and return to me.

ABBOT BASSETT,
Chairman Racing Board L. A. W.

Wm. A. Rowe, Lynn, Mass.; Geo. M. Hendee, New Haven, Conn.; Edward P. Burnham, Newton, Mass.; Andrew O. McGarrett, Springfield, Mass.; Wm. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; Fred Russ Cook, San Francisco, Cal.; Alfred A. McCurdy, Lynn, Mass.; John Williams, Dorchester, Mass.; Wm. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; I. M. Horton, Macon, Ga.; Wm. Taylor, Macon, Ga.; I. E. Slocum, Macon, Ga.; C. F. Cope, Philadelphia, Penn.; John Green, Philadelphia, Penn.; J. Rexford Smith, Washington, D. C.; Ed Taylor, Washington, D. C.; Will Robertson, Washington, D. C.; Asa Wendell, Lynn, Mass.; S. G. Whittaker, St. Louis, Mo.; Geo. E. Weber, Smithville, N. J.; Joseph Powell, Smithville, N. J.; L. D. Munger, Detroit, Mich.

The above parties have been called upon to furnish the following certificate, signed by such parties or firms as the Racing Board has in each case designated, and in other ways to remove the doubt existing: —

[FORM C.]

We hereby certify that we have never, directly or indirectly, paid money to Mr. or to any one on his behalf, as compensation or in return for riding a cycle in any form of competition; that we have never remunerated him or any one in his behalf, with money or its equivalent, or by gifts or presents of any description whatsoever, for riding any cycle in any race or competition, or for breaking or attempting to break a record on road or path; or for making pace for a rider who has broken or attempted to break a record; or for engaging in any performance on the cycle; that we have never paid him money in the way of salary as an employee while not engaged in the performance of his ordinary duty as such employee; nor has he, while in the receipt of wages as an employee, been allowed to devote his time to racing, training, or riding the bicycle or tricycle, or to exercise or train in a gymnasium during the ordinary hours of business; nor have we ever compensated him for loss of the wages that he would have earned had he attended to his regular trade, occupation, or profession, in lieu of riding the cycle in competition. And we hereby certify that no clerk or agent of ours, nor any one in our employ, has done either or any of the things above specified with our knowledge or consent.

In accordance with the notice above shown, all of the parties before mentioned stand suspended from the race-track; and clubs and race committees are hereby warned not to accept their entries in any form of athletic competition restricted to amateurs. Wheelmen are warned against

competing with any of these parties until such time as they are restored to the track by vote of the Racing Board.

ABBOT BASSETT, *Chairman*.

Boston, 8 March, 1886.

Editor League Bulletin:—The Racing Board is in possession of evidence which goes to show that certain wheelmen have transgressed Rule H of the Racing Rules, and the following notice has been served upon the parties whose names follow:—

[FORM D.]

You are hereby notified that the Racing Board of the League of American Wheelmen is in the possession of evidence of your infraction of Rule H of the Racing Board. A reasonable doubt of your innocence exists, and you are requested to take the steps necessary to remove it by furnishing to the Racing Board such certificates, signed by you and others, as the Board may demand. Unless such certificates are returned to me within thirty days from the day of, 1886, and are of such a nature as to satisfy the Board that you have violated none of the provisions of Rule H, you will be suspended from the track for a time, at the discretion of the Board. Pending the investigation, you are hereby suspended from the race-track, and during the term of your suspension you are forbidden to enter any amateur cycling event.

It is charged that the following persons, or their agents, have paid your hotel bills, railroad fares, or board bills, or have, directly or indirectly, wholly or in part, contributed towards the payment of your living or travelling expenses while you have been engaged in the sport of cycling, or travelling to and from race meetings:—

Enclosed find certificates which the Racing Board requires you to return with the signatures of the parties specified thereon.

A blank certificate is also enclosed, which you will please sign if the statements contained therein are true, and return the same to me.

ABBOT BASSETT,
Chairman Racing Board L. A. W.

Wm. A. Rowe, Lynn, Mass.; Geo. M. Hendee, New Haven, Conn.; Edward P. Burnham, Newton, Mass.; C. E. Kluge, Jersey City, N. J.; A. O. McGarrett, Springfield, Mass.; W. N. Winans, Springfield, Mass.; W. A. Rhodes, Dorchester, Mass.; F. F. Ives, Meriden, Conn.; Joe Powell, Smithville, N. J.; Geo. E. Weber, Smithville, N. J.; D. E. Hunter, Salem, Mass.; Geo. H. Illston, Hartford, Conn.; John Illston, Hartford, Conn.; Fred Russ Cook, San Francisco, Cal.; A. A. McCurdy, Lynn, Mass.; John Williams, Dorchester, Mass.; Wm. H. Huntley, Newton, Mass.; F. W. Westervelt, Springfield, Mass.; F. D. Palmer, New York; L. D. Munger, Detroit, Mich.; Asa Wendell, Lynn, Mass.; C. O. Danforth, Cambridge, Mass.

The above parties have been called upon to furnish the following certificate, signed by such parties as the Racing Board has in each case designated:—

[FORM F.]

We hereby certify that we have never paid hotel bills, board bills, railroad fares, nor expenses in any form for Mr. while he has been in attendance at race meetings or any form of cycling contest; and that we have never paid his expenses while he has been engaged in the attempt to make or break records on the road or path. And we further certify that no clerk or agent of ours has paid his expenses on such occasions with our knowledge or consent.

In accordance with the notice above shown, all of the parties before mentioned stand suspended from the race-

track; and clubs and race committees are hereby warned not to accept their entries in any form of athletic competition restricted to amateurs. Wheelmen are warned against competing with any of these parties until such time as they are restored to the track by vote of the Racing Board.

ABBOT BASSETT, *Chairman*.

Boston, 8 March, 1886.

Editor League Bulletin:—The Racing Board is in possession of evidence which goes to show that the following non-residents have competed in races in America under circumstances which make their amateur status a matter of reasonable doubt, and their violation of Rule H of the Racing Rules extremely probable:—

Robert Cripps, Reuben Chambers, Percy Furnivall, A. P. Engelheart, M. V. J. Webber, R. H. English, W. A. Illston, F. Allard, Sanders Sellers, A. H. Robinson, all of England.

The amateur racing path of America is hereby closed to these riders, until such time as they can show to the satisfaction of the Racing Board that they are prepared to compete without violating the letter or the spirit of the amateur law, or that of Rule H of the Racing Rules, which reads:—

"No competitor in amateur events shall accept from his own club, or from a club or any person promoting sports at which he competes, or from any cycle manufacturer, or from any such source, any payment for his expenses, under penalty of suspension from the track for a time at the discretion of the Board."

And, furthermore, each and every non-resident, who comes to America to compete in amateur cycling events, must satisfy the Racing Board that he has never violated the amateur law in letter or in spirit, and that he intends to violate no clause of Rule H.

ABBOT BASSETT, *Chairman*.

Boston, 8 March, 1886.

Editor League Bulletin:—It is my very disagreeable duty, this week, to send you certain notices which mark the first public step taken by the Racing Board to stamp out the evil created by the growth of a class of wheelmen known to the world as makers' amateurs. Having put our hand to the plow, we do not intend to turn back until the evil is corrected, and we call upon all those who are actuated by the true amateur spirit to give us their aid and encouragement in the work we have undertaken. The Executive Committee of the League have been fully informed of our plan and our purpose, and they have approved the same and assured us of their cordial support. No class has urged upon us the course we have decided to pursue more strenuously than the makers and the dealers themselves, and we feel certain that they will co-operate with us in our undertaking. In our intercourse with them, we feel that we are dealing with honorable men, and we shall not ask them to make oath to any statement which is to come from them. Our list of suspects is by no means exhausted by this publication, and if any

omissions are noticed, good reasons can be given for the non appearance of the names. We have on our lists the names of many men whom we have good reason to believe have violated Rule H, but they have signified their intention to retire from the race track, and they will not be proceeded against unless they reconsider their determination. Those who enter any form of cycling competition to advertise the wheel they ride, will be barred from amateur events.

The Racing Board has good reason to suspect that many riders, who acted as pacemakers in the record-breaking events of last fall on the path and on the road, did not find their only recompense in the glory of the achievements of their principals, but they know, for a fact, that many pacemakers were led to do what they did from friendly motives and club pride. We recommend to all pacemakers a careful study of the amateur rule and Rule H, and we hereby notify them that these will be strictly enforced the coming season. Beyond this warning, we shall not proceed in these cases.

Desiring to give those against whom we are proceeding every opportunity to clear themselves, we will remind them that the Racing Board is subordinate to the League. Anything that is done by the former may be undone by the latter. The League will meet in Boston on 28 May next, and it will be a higher court to which all wheelmen may appeal who may think they have been unjustly treated by the Racing Board.

ABBOT BASSETT,
Chairman Racing Board.

The Stanley Show.

(Specially reported for the World by "FAED.")

FOR the ninth consecutive year, the Stanley Bicycle Club, of London, has promoted an exhibition of bicycles, tricycles, and their accessories; but for the first time the club has this year dropped its independence, and acts in conjunction with a committee appointed by the principal firms in the trade. The Royal Aquarium, at Westminster, is the selected venue, and the result is an unqualified success. With the exception that a few of the notion-stalls and side-shows remain, the whole flooring and galleries are devoted to the cycles; and as the usual variety entertainment goes on, twice daily, on the stage, the usual class of non-cycling visitors to the Aquarium continues to attend, so that the exhibition has the advantage of a much larger number of spectators than would attend a cycle exhibition alone. An additional attraction for cyclists and non-riders alike, is provided in the Aquarium Annex, where Kaufman and McAnney, who arrived last week from America, give two performances daily on the Star and the ordinary bicycle. Kaufman is voted superior to, although not so graceful as Canary, and McAnney's tricks on the Star are hugely appreci-

ated, as the machine has never so much as been seen in London before. The dexterity with which the two riders play a game of polo on Stars, also fetches the Metropolitan spectators immensely. The exhibition opened on Saturday, 13 February, and remains open all this week. It is supported by nearly every known maker, 110 exhibitors staging, between them, 557 machines, comprising but few alterations in the detail of bicycles, many new Crippler pattern tricycles, — more or less close copies of each other, — and (Nemo Cycling Club *nota bene!*) *seventy tandems, but only eight sociables*. To convey a clear idea of "signs of the times," I propose in the following notes to describe only the main features of interest and novelty, instead of following the usual exhibition-reporter's plan of indiscriminately puffing and expatiating upon every maker's exhibit in proportion to its glittering quantity.

THE BICYCLES.

Although a very large number of ordinary pattern bicycles are exhibited, the alterations in detail are microscopical, last year's patterns being usually adhered to without alteration in any respect. For the American market, the Coventry Machinists' Company cater especially with their "Club" machines, and the St. George's Engineering Company show samples of the New Rapid wheels which they make for Clark & Co., of Baltimore. The Surrey Machinists' Company go in for fewer spokes than usual, especially on their wonderfully light racers, the idea being to reduce windage as well as weight. Humber & Co.'s bicycles are made with ball-bearing heads, such as have proved so durable on the Regent roadsters for several years. A Sanspareil racer is shown with the thinnest crank on record; I did not measure it, but should say that it is only one eighth, or at most three sixteenths of an inch thick. The Premier people make a cheap bicycle at £8, with front wheel balls; and Devey, as usual, caters solely for the low-priced division, his prices ranging from £4.10.0 to £13, the machines being excellent value for money.

The safety bicycles afford a greater variety, although there is no such a run on these, proportionately, as there was at last year's show. There are still plenty of copies of the Kangarudge type, but several makers have struck out on more original lines. The Rudge itself remains practically unaltered, as does the Kangaroo; but there is a third-grade Kangaroo, at a lower price, now offered; and both Rudge and Hillman are making a rear-driving safety. The Bicycleette is an exact copy of the Rover, but with equal-sized wheels, and Rudge claims to be the real inventor of this style of bicycle, — a claim which is good as far as inventing goes, although the Rover people have undoubtedly the credit of making a practical success of the pattern. Hillman's rear-driving safety is more like the Humber, having the front wheel

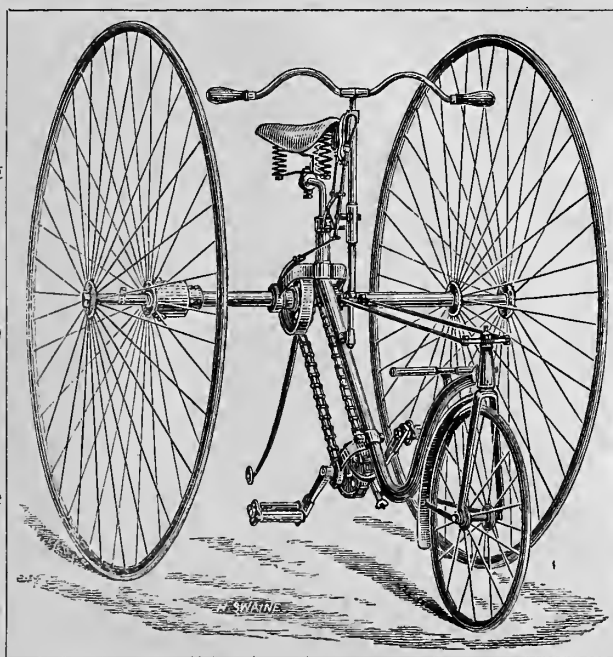
rather smaller than the rear. Singer is making Jones's patent Courier, which is a rear-driver on Humber lines, but with proportions according to Jones's theoretical deductions as to the carriage of the load; in this, the pedal shaft is not in front of the driving wheel, but is divided like the pedals on the Kangarudge type, so that there are two chains, although the small wheel in front does the steering. John Keen shows a machine resembling the Challenge dwarf safety, but in which the cranks are brought back to the rear of the front driving-wheel, so that there is only one chain, although it is a front-driver; the weight is consequently so far back as to necessitate the small trailing wheel being carried a long way behind. The Harvard safety is Bayliss, Thomas & Co.'s, of the Rudge type, but with handle-bars which fold down close at each side of the fork for convenience of stowage; and this firm's Acme has a very large — say 18-inch skeleton hub, consisting of two steel rings supported each by five rods, ordinary spokes going from the rings to the felloes. The Facile bicycle is but slightly altered, the fork-legs being now a trifle straighter at their lower extremities than before. Brookes has a bicycle on Facile lines, but worked with ratchet drums on the hubs, connected to the foot levers by small chains on segment guides. Hall's bicycle is a Rudge pattern safety with a spiral spring and rubber buffers in the fork-ends to deaden the vibration. Pausey has a rear-driver with 24-inch front wheel, the fork of which has a spring allowing the front wheel to give backward when meeting obstacles. The 'Xtra is provided with a two-power pedal, consisting of a simple hinged pedal which can be kicked over so as to make a short or long lever; and the dwarf 'Xtra is provided with the Crypto two-speed gearing on its hub. The Kaiser allows its saddle-post to hinge or swing backward, a spring regulating its movement. The Balance is a three-wheeled bicycle; *id est*, it has three wheels, but never more than two in use at one time; it resembles a Rudge safety, with an additional backbone and small wheel attached *in front* of the head, so that it cannot tip forward; the saddle is consequently balanced right on top of the driving-wheel, and the rider can use the machine with either the rear or the front wheel steering, or, by expertness, can run it occasionally upon the one central wheel alone. Brockas shows a new tandem bicycle which I think will develop into a flier; it is practically a combination of the Rudge and Rover, both wheels being driven by the two riders. The Otto is shown by two makers in new forms. Otto himself has his machine with the new central-gear arrangement by which he secures positive steering, the box-of-tricks being in the centre of the axle; and Welch exhibits a practically identical machine; independently invented, which he brought out at the International Inventions exhibi-

tion, last year. The original Rucker tandem bicycle is obsolete; but Rucker's dwarf tandem is being made by Humber & Co.

THE SINGLE TRICYCLES.

In this department there are immense numbers of novelties in detail, and a considerable percentage of fairly original patterns; but just as a year ago the drift of fashion seemed to be all towards copies of the Humber, so this year the fashion is to copy the Crippler, or so-called automatic steerer. Humber & Co., the originators of the pattern, took the idea from the Quadrant, which in turn was preceded by the obsolete Greyhound. The Quadrant, nevertheless, was the first successful handle-bar single front-steerer, and the Crippler was the first of its exact pattern. Commencing at the senior, I find that there is practically no alteration in the Quadrant tricycles; but the No. 8 is now provided with a luggage-carrier in the rear, attached to the seat-rod, and carried low down. A beautiful little racing Union steering Quadrant is exhibited, labelled as having been made to the order of A. J. Wilson, a cycling novice, who, I am told, goes for a ride occasionally. Humber's Crippler is improved by the provision of a spring coiled around the steering-post to deaden the vibration. The Marlboro' Club is similarly provided with a spring, which takes the form of separate wire coils, something like a split cradle spring, at the lower extremities of the front fork. Dearlove's Crippler has a horizontal, instead of vertical, fork, made of spring steel; and the Gordon has a flat steel spring between front fork and steering post, on other patterns of tricycles as well as Crippers. Singer's "Straight Steerer" is a very strongly-designed Crippler, with the firm's new axle bearings, four of which support a bridge parallel to the axle. The Quadrant's success has led to a very general rise in the size of steering wheels, and two firms have actually endeavored to copy the Quadrant steering without infringing the patent. Rudge & Co., whose American agent has been, I see, doing the puff preliminary by praising the Quadrant, commenced to make an exact copy of the Quadrant, but using tube slides instead of knife-edge slides; upon the patentees objecting, however, Rudge had to discontinue this, and now offers a weak substitute in the form of a 26-inch steering wheel with a horizontal V-shaped fork, the base of the V being connected to links actuated by the steering post; this will not remain rigid, however. The Royal Mail Company adopt a square (in plan) arrangement of tube, in place of the Quadrant horseshoe, and steer the wheel by a very ponderous looking arrangement of levers and ball-and-socket joint. Carver's Crippler dispenses altogether with the so-called "automatic" steering controller, and Leni has invented a stuffing-box to steady the steering, the patent of which has not

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.



SEND FOR
ILLUSTRATED
CATALOGUE.

SEND FOR
ILLUSTRATED
CATALOGUE.

[*Inventions Journal*, May 16, 1885.]

"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, 7½ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.

THE "MARLBORO' CLUB."
(AUTOMATIC STEERING.)

239 COLUMBUS AVENUE, BOSTON, MASS.

THE "AMERICAN CHAMPION."

Positively the Greatest Triumph of Cycling Manufacture in America.

ENTIRELY MANUFACTURED IN AMERICA, with Our Own Plant and on Our Own Premises, and with Every Care to Suit the TASTE and the NEEDS of an AMERICAN WHEELMAN.

Be Sure and See It Before You Decide Upon Your Mount For 1886.

BECAUSE

Only the Best and Most Carefully Selected Steel is used, and the Distribution of the Metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our Patent G. & J. Ball Bearings all over (to pedals also), it is the

EASIEST RUNNING.

With Hollow Forks and Backbone fitted and braced to the patent G. & J. head and neck, it is the

Strongest and Most Rigid.

With the Direct Acting and Thick-Ended Spoke, it is the **Easiest to Repair**, and

Least Liable to Buckle.

With the G. & J. Hollow, Detachable and One-Piece Cow-Horn Handle-Bar, it is

The Easiest to Steer, and there is little danger of the Handle-Bar Breaking.



PRICE, 50-Inch, Standard Finish (Enamel and Nickel), \$102.50.

BECAUSE

It has the G. & J. "Solid Comfort Saddle," which fits close to the Backbone, and is the

Most Comfortable to Ride.

It has the Patent

G. & J. ADJUSTABLE

— AND —

Rubber Capped Step.

It has all the advantages both of a compressed and a contractile Rubber Tire, made from the best

Red Para Rubber.

It is the Most Graceful in its Lines of any known Bicycle, combining

EQUAL STRENGTH

— AND —

RIGIDITY.

IT IS SOLD AT

A REASONABLE PRICE.

And numerous other reasons which prove conclusively that it is the **MOST SATISFACTORY BICYCLE** on the Market, as can be determined by applying for our New and Handsomely Illustrated 48-Page Catalogue, containing a Minute Description of this Machine, and an Extended Line of Bicycles, Tricycles and Sundries.

CORMULLY & JEFFERY,
222 & 224 North Franklin Street, Chicago, Ill.

N. B.— We are Manufacturing a New Line of LAMPS and BELLS.

been completed, but has lapsed. The "Whippet," as described in your columns recently, is one of the complete novelties of the show, and is now made with 24-inch steering wheels and an adjustable steering controller. Another entire novelty is Dearlove's Phantom, similar in plan to the Whippet, but without the spring action; this has three 30-inch wheels, the two front wheels steering *a la* Humber, by a handle-bar, with adjustable spring controller, and the rear wheel driving; it is a queer 'un to look at, but a good 'un to go, and wonderfully easy up hill, by reason of its lightness and the horizontal push of its driving. In addition to Dearlove's Humber-steering link, Shellard of Bristol has a Humber so arranged that the steering is geared down. The Invincible people have some new racing tricycles; including a Humber-pattern racer with four axle bearings, built for H. C. Sharp, scaling but thirty-two pounds complete; and a "Fish-hook" front steerer, the frame of which is of the shape of a fish-hook, the long shank of the hook being represented by the forearm carrying the front-wheel fork at its extremity, and the curve, after carrying the chain pulley, joining the axle tube and terminating beneath the saddle. There are no alterations perceptible in Humber & Co.'s machines, nor in Marriott & Cooper's Humbers. The Rudge rotary is fitted with a ratchet brake-lever; and the new chain steering in place of rack and pinion, which I described recently. The Premier Crippler, in addition to a very large (32-inch) steering wheel, has its handle-bar steering supplemented by a rack-and-pinion, whereby the bar action is steadied. The orbicycle (Moore's) is a central geared front steerer which is geared up when pedalling forward, but geared down when the motion is reversed. Wood has a substitute for rack-and-pinion steering, consisting of a plain rod instead of a rack, running between two rubber-grooved pulleys which fit it tightly. Townsend, as usual, caters for the juveniles, a miniature Crippler being his latest addition.

THE SOCIABLES.

The decadence of *steady-and-steady* sociable riding is signalized by there being only eight sociables on exhibition. Of these, six are familiar patterns, and two new ones. The Coventry Machinists' sociable is central geared for each rider, with a Humber style axle, and the down-tubes carrying each rider's cranks continue downward and forward, looping together and supporting the forearm for the steering wheel. The other novelty is an absurd affair called a one-track sociable, consisting of a central driving wheel and front steering wheel in line, with one rider on each side of the driving wheel, and small wheels outside, just clear of the ground, to prevent overbalancing. Of course such a machine will always be running lop-sided, it being ridiculous to expect two riders, even if of equal

weights, to balance themselves on the sides of the central wheel.

THE TANDEM TRICYCLES.

Of these, there are no less than seventy specimens exhibited, the prevailing type of new makes being a Crippler front, with either a fourth trailing wheel, or a rigid frame for the rear rider balanced behind the axle. Several noteworthy variations occur, and there are a lot of useless fads, as well as a few decidedly original machines. Nearly all the Crippler tandems are spoilt by the careless distribution of the wheel load, as the makers cannot be brought to understand that a front-steering tandem cannot be made to be convertible without the loss of some points. Thus, in the case of the four-wheelers, the Crippler front machine is all right as a single, but the fourth wheel makes it slower as a tandem; but when there are only three wheels, the weight of the rear rider behind the axle makes it necessary to place the front rider's weight very far forward, and when this front weight is carried sufficiently forward to make the machine steer properly as a tandem, it is impossible to convert it into a satisfactory single tricycle, because the removal of the weight from behind the axle leaves too much weight on the front steering wheel of the single machine. Only one maker—Gibbons—has so far recognized this principle as to provide for bringing the front load back toward the axle when converting the tandem into a single, the Quadrant Co. and other people failing to achieve a success by reason of imagining that to merely shift the front saddle and handles back will suffice to distribute the load when converting the tandem into a single, regardless of the loss of vertical tread occasioned by that operation.

The originators of the Crippler have not made it into a tandem at all, Humber & Co. understanding the points far too well to risk their reputation upon an indifferent machine; but Marriott & Cooper offer a convertible three-wheeler which can be ridden by a lady either in front or behind. Starley & Sutton have a four-wheeler of which the rear frame hinges only vertically, the trailing wheel taking its hinge upon a Stanley head behind the rear rider. Carver's tandem, as shown last year, is simply a Crippler front and a Humber rear; and several other makers adopt this plan slightly modified. The Coventry Machinists' "Marlboro' Club tandem" is made as both a three-wheeler and a four-wheeler, so that purchasers from this firm can take their own choice. Singer's "S.S." tandem is of a good length for a non-convertible three-wheeler, with a winch break behind auxiliary to the ordinary lever break. The Centaur Co.'s Crippler-pattern tandem is convertible, without removing a single nut, in twenty-five seconds. The Quadrant tandems are, in my opinion, not sufficiently long in the base to enable the front wheel to bite unless a heavy rider sits in front. Brooks' Globe

tandem has 30-inch driving wheels and a 32-inch steerer, and a very graceful canoe-shaped frame. The Cunard Crippler tandem, to which I give the palm as far as design is concerned, is a three-wheeler with a special patented arrangement, whereby the necessarily long base is shortened, bringing the weight back to the axle, when the tricycle is converted to a single machine. This is done by the following means. Instead of the down-tube, carrying the front chain, being attached direct to the axle-bearing bracket, it is attached to the front end of a flat horizontal girder-bar about a foot in length. This bar has two bolt holes drilled in it, one near each end. When in tandem form, the rear-end bolt-hole takes the bolt of the axle-bearing bracket, so that the whole front part of the machine is forward; but when the rear part is removed from the tandem, the bolt is loosened and replaced in the forward hole if the flat bar, so that the whole fore-arrangement is brought about ten or twelve inches closer to the axle, and a shorter chain is used.

Of Humber-pattern tandems, the original by Humber & Co. is improved by having its front handles on the ends of the U frame adjustable for height independently of the saddle; and Marriott & Cooper's front handles are also adjustable, but by means of the U handle-frame itself rising or falling on the seat-pillar. The Sparkbrook Humber tandem is strengthened and lightened, and its well-stayed axle makes it a preferable pattern. Stassen's Humber pattern tandem (the axle of which is telescopic) has the advantage of a hinged safety-wheel in front connected to the front foot-rest, so that in descending a hill the front rider can depress the little tilt-wheel and prevent the break, causing the machine to tip forward. Another patent, achieving this purpose, is exhibited by Appleton, and available for any such balanced tricycle; in this case the depression can be done either by the front rider independent of the foot-rests, or by the rear rider depressing his step. Both these are most admirable inventions, overcoming as they do the one great bugbear to Humber tandem riding. The Crypto Co. show a Humber tandem with their two-speed gearing—the only gear which has withstood the ordeal of time—applied to the upper axle. Racing Humbers, very light and rigid, are exhibited by Humber & Co. and Marriott & Cooper, as well as by Rudge. Briant has a tandem which steers the two front driving wheels *a la* Humber, but drives them by two chains and clutches, with a hay-fork open-fronted frame; and the 30-inch rear wheel is also geared up, so that the tandem is a triple driver. Of single front-steering and rear-steering tandems, there are plenty, the original Centaur front-steerer being supplemented by a central-geared machine on similar lines, convertible as quickly as the Centaur Automatic. The old Excelsior tandem, in which each rider drove one wheel, is at least obso-

lete, and the makers have brought out a rear-steering double driver somewhat like the Invincible, but with curved framing. The Surrey Machinists continue to swear by their very fast rear-steering tandem, and have now an adjustable crank fitted for the rear rider, giving any throw between five and seven inches. To meet all requirements, they also make a very light central-geared front steerer, not convertible, with a 24-inch steering wheel, amply long wheel-base, rack-and-pinion steering for both riders, and in detail similar to the rear steerer. Singer's "Springfield" is another inconvertible front steerer, with ample length, but heavier than the foregoing. This has the winch brake to the rear, like the "S. S. S." tandem. The Meteor is a loop-framed front steerer, with side gearing, the frame being raised no higher than the axle of the 42-inch driving wheels. One was shown fitted with combined Crypto and balance gear. The Hansom tandem is a rear-steering two-track machine, on Speed & Wiler's peculiar lever principle, which converts into a single by removing the front parts and turning the machine around, so that the single is a front-steering two-tracker. The "Club" tandem remains unaltered, but another pattern is made, available for two ladies to ride when desired; this is convertible into a single central-geared Imperial Club tricycle. The Rotary tandem is unaltered, save as regards the brake and steering already mentioned in reference to the single.

The Pioneer racing tandem is a decided novelty, there being only one driving-chain. It is a three-wheeled Cripper pattern, with very small driving-wheels; and the driving-chain is perpendicular, there being only one lower crank shaft. On to this lower crank shaft and its cranks, instead of a pair of pedals, a pair of horizontal bars are pivoted, each about two feet in length, and the pedals are attached to the ends of these horizontal bars. To prevent the bars being put out of level by one rider working his end harder than the other, the inner edges of the bars gear in with small chains, which roll around the pivot pins, and thus the bars are kept quite level. This is, I believe, the lightest tandem yet produced, and with two light-weight riders, it should be very fast on the path. T. Smith & Sons make a low-priced club tandem pattern machine, with a winch by which the front part is raised so that the rear rider steers the tandem like a Humber. Townsends provides the juveniles with a reversed loop-frame tandem, rear steering.

SUNDRY INVENTIONS AND ACCESSORIES.

Anti-vibration handles. — Brookes & Co. propose to overcome the vibration upon a handle-bar by bringing the bar somewhat forward of its usual position, and placing a rubber buffer underneath it, a nutted bolt holding it rigid against upward pulls. Trigwell, Watson & Co. hinge their handles, each some six inches

from the ends, in such a manner that they can drop downward but not be pulled upward; they are then surrounded by a thick rubber casing, firmly girt on with metallic bindings.

Tandem couplings. — The Cunard coupling, shown last year, is obsolete; but Trigwell shows a new coupling to enable a tandem tricycle to be made out of a Rudge or Kangaroo safety, and any ordinary front-steering tricycle, loop-framed or central gears. For this purpose the small wheels are removed from both machines, and the coupling appliance is bolted around the safety bicycle's backbone, and adjusted to the steering centres of the tricycle's forearm. A horizontal hinge in the coupling allows of the backbone leaning over to either side, so that the front rider is able to balance his wheel and steer it, just as though his bicycle was complete in its usual form.

A jointed seat-pillar. — Harrington, of cradle-spring fame, joints the usual pin for supporting tricycle springs at the elbow, and by means of an arc slot and two nuts enables the horizontal part to be tilted either upward or downward.

Cradle seats. — Harrington's exhibit also comprised a room fitted up with three luxurious seats for saloon railway carriages, and two ornamental armchairs for the drawing-room; these were all mounted on specially constructed cradle springs, giving a most luxuriously easy motion.

A cycle-wheeled buggy. — Dan Albone exhibits a buggy, or trap, or pony cart for two riders, very lightly constructed with light wood body on a steel-tube frame, running on a hollow steel axle in ball bearings, and bicycle wheels with 1½ inch tires.

Saddles. — It might almost have been thought that human ingenuity had reached its limits in the direction of saddlery for the wheel; but Brookes & Co., also Lamplugh & Brown, and Nagel, have new saddles, in various combinations of rubber, with and without rocking motion; and some of them with springs at the rear which are designed to render the ordinary detached spring unnecessary. In these matters I have made a rule never to judge of a saddle's virtues until I have put them to the test, and I do not, therefore, propose to discriminate between them, beyond saying that for racing, Brookes's new rubber-protected racing saddle is a distinct advance.

Lamps and lamp brackets. — In lamps, the chief innovation is a paraffine-burning lamp, with a patent burner said to require no chimney. Lucas & Son, Salisbury, Fisher, and Miller, have new brackets, designed to overcome the vibratory objection on safety bicycles and Cripper tricycles, consisting of various combinations of rubber and metal; and on some of their machines, Rudge & Co. are fitting a lamp bracket formed of coiled wire, like a cradle spring.

Grip rims. — Warwick is making Fox's patent paragon grip rim, designed to hold the rubber tires without the use of

cement. The sample wheel shown seemed so effective, that I intend to have the wheels of my new roadster made with these rims in order to be able to say for a fact whether they are really effective.

Square pedal rubbers. — Although so long in use in America, these have only just been introduced here by Bown. They look good, and I shall have them.

A signal cyclometer. — The invention of Mr. Boys, the Ottoist: this is a distance meter of considerable merit. Its construction is such that it is not likely to get out of order, and its action is positive, the case keeping still while the wheel axle revolves inside it. At the end of every mile a bell is struck, from which circumstance the instrument gains its name.

Two-speed gears. — In striking contrast to the state of affairs a year ago, there is only one two-speed gear now exhibited, the Crypto Dynamic, to wit. This is the only gear which has come at all extensively into use, and proven its claims to favor by virtue of its durability.

LONDON, 17 Feb. 1886.

CURRENTS CALAMO

Apropos Joe.

BEG pardon, "London W.,"
(Of course it's rude to trouble you,)
But, really now, you must n't try
With Mr. Gilbert's wings to fly,
On my poetic flights.

With all the deference due to you,
We think it something new to you,
Whose proper sphere is writing "news,"
With "Faed" or "Daisie" for your muse,
And Corey Hill your "heights."

The "tit-willow" has got to be,
In more than one sense, "up a tree,"
Which probably is the self-same one,
The "flowers that bloom in the spring" grow on,
Which have bloomed before their time.

So, Rovering minstrel, hush thy song,
Or else, perchance, ere very long,
Thy velocipede and self may be,
But on painted screens and in memory,
If the punishment fit the crime.

PEDALS.

THOMAS STEVENS has left Teheran, on his way to Calcutta.

MR. J. J. GILLIGAN, formerly with the Pope Manufacturing Company, will have charge of the letting department at W. B. Everett & Co.'s. A special room for this department has been hired on Berkeley street, and it will be entirely distinct from the salesroom of the firm.

THE new Royal Mail is on view at Wm. Read & Son's. Among the new features of the wheel is the ball-bearing head, the new rim, and the detachable handle-bar. The rim is the new Warwick which turns over at the edges, and fits into grooves in the rubber, rendering unnecessary the use of cement. The ball-bearing head is that of Trigwell, Watson & Co., the most successful of all

that have been tried, and the detachable bar is one of the simplest and most effective that we have seen.

KAUFMAN and McAnney have been performing at the Stanley show. They have shown the English wheelmen how to play polo on bicycles, and also opened their eyes to the value of the Star as a machine for trick riding. Among other tricks Kaufman jumped rope on the cart wheel, two gentlemen swinging the rope for him.

THE N. C. U. has been dealing with the Makers' Amateur question, and the members have shown a determination to carry the war into Africa.

THE *Century* for March has the first instalment of Jo Pennell's trip on the Continent on a tandem with his wife.

THE congregation of a New Jersey church took up a collection last week, and raised \$200 for the purpose of providing their minister with a tricycle.

MR. FREDERICK E. VAN MEERBEKE, a young New York athlete, started Monday, 1 March, from City Hall, New York, for a bicycle trip to San Francisco, via New Orleans, touching at and visiting Philadelphia, Baltimore, Washington, Danville, Atlanta, Montgomery, Mobile, New Orleans, Houston, San Antonio, El Paso, Deming, Benson, Tucson, Yuma, Los Angeles, Mojave, and Goshen. He expects that the trip, which will be made wholly upon his bicycle, will occupy one hundred and fifty days, including pleasure stops at the principal points.

MESSRS. STODDARD, LOVERING & Co. intend to make a specialty of bicycle and tricycle sundries during the coming year. Among their specialties will be the Buffer saddle, Ardill's Enamel, Cradle spring, ball pedals, King of the Road lamp, and other suitable articles necessary for the use of cyclers in general.

FIVE ladies of Cleveland have formed a tricycle organization, and propose to make things hum when the season opens.

THE Racing Board of the L. A. W. must have been impressed with the idea that St. Louis has too great a penchant for records, hence their decision to accept none made on board tracks. The Board knows full well that the three-lap St. Louis board track is a second or two slower than the Springfield track, but they are, nevertheless, so anxious to hog everything for the East that they seek to cut off as fair a track from use as there is in the country. Luckily the L. A. W. Racing Board does not run the earth, and records made on the St. Louis track hereafter will be accepted by the *American Wheelman* and all other fair-minded cycling and sporting journals. There is a general feeling out West that if a select assortment of racing board heads could be secured to form a track bed, that the L. A. W. would disqualify the track on the ground that it was wooden. We regard this, however, as an unjust sarcasm. — *American Wheelman*.

It is with sorrow that we learn of the death of Mr. George W. Rouse, senior partner in the firm of George W. Rouse & Son, of Peoria, Ill. As he was returning home on Saturday evening, his horse ran away and smashed up the buggy, breaking Mr. Rouse's leg, and inflicting other injuries from which he died on the following Monday, 22 February. Being a member of the most prominent cycle agency in this part of the State, and having a cheery word for every one, he was well known to nearly all of our riders, and his loss will be deeply felt. — *Wheelman*.

A VERY large quantity of news and interesting matter is crowded out this week.

THE Buffer saddle now has the lead. Send early to Stoddard, Lovering & Co., No. 152 Congress street, Boston, and procure one before they are all gone. Price \$5.00. List of sundries on application.

NOW is the time to make your bicycles and tricycles look as they did when new. Send seventy-five cents for a bottle of Ardill's Liquid Enamel to Stoddard, Lovering & Co., No. 152 Congress street, Boston.

RACING NEWS

MINNEAPOLIS, MINN., 22 February. — *Twenty miles*. — S. G. Whittaker (1), 1. 4. 53; E. A. Savage, Jno. Fellows, E. Hale, H. Schroeder relieving each other (2).

MINNEAPOLIS, 24 February. — *Ten Miles*. — E. A. Savage (1), 32m.; S. G. Whittaker (2). It is openly stated that this race was thrown by Whittaker, and there is great indignation in the West in consequence.

MINNEAPOLIS, MINN., 26 February. — *Fifty Miles*. — S. G. Whittaker (1), 2. 52. 1 $\frac{3}{4}$. Five men entered against the winner, but all withdrew early in the race.

SAN FRANCISCO, CAL., 22 February. Olympic Club games. *One Mile*. — E. A. Beiderman (1), 8.36 $\frac{1}{2}$; H. S. Blood (2). *Two Miles*. — C. A. Beiderman (w. o.), 7.43.

JOHN S. PRINCE has turned up in England. He was called home by the sickness of his father. He writes that he will be in Boston in a few weeks, and will accommodate Mr. Neilson with a race at any distance.

WHEEL CLUB DOINGS

Springfield Club.

THE Springfield Bicycle Club met last night (Thursday, 5 March), and decided to hold the tournament for this year for four days. The plan has been tried without as great success as the three-days' tournaments, but President Ducker is confident that the interest can be maintained throughout. The club by vote placed in nomination this ticket for State officers of the Massachusetts division of the League of American Wheelmen: —

Chief consul, H. E. Ducker, of this city; representatives, Abbot Bassett, of Chelsea; F. P. Kendall, of Worcester; George Chinn, of Marblehead; Dr. W. G. Kendall, of Boston; H. S. Wollison, of Pittsfield; W. O. Green, of Holyoke; F. E. Hawkes, of Greenfield; Sanford Lawton, of Springfield; Charles E. Pratt, of Boston; W. I. Harris, of Boston; A. S. Parsons, of Cambridgeport; J. S. Webber, Jr., of Gloucester; W. S. Slocum, of Boston; H. W. Hayes, of Cambridge; C. S. Howard, of Boston; J. S. Dean, of Boston; J. H. Lewis, of Newtonville.

The list is a good one, and includes nearly all the present board. It deserves general endorsement and success. The club decided to hold another of their select receptions in Gill's Hall, the 17th. The day of the monthly meeting was changed to Tuesday. H. W. Gregory was admitted to the club. A pleasant feature of the evening was the presentation of the engraving "Far Away," after a beautiful painting by J. G. Brown, to C. T. Higginbotham, who leaves the city for Thomaston, Ct. Sanford Lawton made the presentation speech.

The plan which Mr. Ducker relies on to make four days attractive, and the 1886 tournament "the grandest the world has ever seen," is to have a one-mile amateur bicycle race for the championship of the world, that shall be so recognized by the League of American Wheelmen, and the National Cyclists' Union, of Great Britain. The suggestion that both organizations unite in sanctioning such a race on the Springfield track at its annual tournament for such a prize as the Springfield Club may designate, has been made to the racing boards of both. It is understood that the League board favor the plan, and will give a hearty consent, and the union board has it under consideration, and an answer, favorable it is hoped, is now expected in every week's mail. The project in detail is that the League shall designate its six best men and the union six fliers to enter the contest, in which at the beginning American will be matched with Englishman. The race Mr. Ducker would run in heats of two men each. The reason is obvious, perfect fairness; it is demanded by the fact that two or three riders often combine against and "pocket" a dangerous opponent, freezing him out of the race. The first round would be of six heats (a dozen men entering as proposed), three to be run the first day and three the second. The six winners would be matched on the second round in three heats the third day, and on the fourth and last day the three winners would struggle together in the final decisive heat.

Mr. Ducker proposes two magnificent prizes of nearly equal value, one worth, say, \$600 for the winner of the world's championship (to be his property), and the other worth \$400, to go to the man riding the fastest heat. "That will make them fly around the track for all they are worth," he says, "and there'll be no

waiting race run." The interest would begin with the first day, and increase steadily till it culminated on the last day, a sure way to secure a large, steady attendance every day. The Springfield tournament will easily keep its long lead with such enterprise. It is hoped by every wheelman, and every one who attends the tournaments, that the project will obtain favor across the water, and its success be assured. It would be the first championship of the world if it should receive the sanction of both the League and the National Cyclists' Union, the two wheel organizations that number all the fliers save the Australian men. Langden, Australia's champion, has, by the way, written that the Springfield tournament has charms to draw him from the antipodes, and doubtless a place can be found for him in the race, and for the Irish fliers, who have also expressed an intention of coming. If fifteen men were glad to start for the plain one-mile amateur open bicycle race last September, there will be no less a number eager to contend for the highest possible honor that can be offered. — *Springfield Republican*.

CAMBRIDGE. — The annual meeting of the Cambridge Club was held 1 March, and these officers were elected for the ensuing year: President, H. W. Hayes; secretary, E. B. Coleman; treasurer, A. L. Bowker; captain, C. L. Smith; first lieutenant, J. H. Grimes; second lieutenant, C. O. Danforth; bugler, R. S. Ray-standard bearer, George B. Adams; executive committee, H. W. Hayes, E. B. Coleman, A. L. Bowker, C. L. Smith, John Amee, George A. Nash.

PITTSBURG, PENN. — Annual election of Keystone Club, 3 March: President, C. M. Clarke; secretary and treasurer, S. C. Bidwell; captain, H. A. Bidwell; first lieutenant, J. B. Kancher; color bearer, A. P. Murdock.

EVERETT. — The Everett Wheel Club was started on Thursday evening, 4 March, with a membership of ten. The club starts out with an excellent outlook, and the prospect of several new members in the early future. The following officers were elected: President and captain, W. C. Dillingham; vice-president and first lieutenant, A. M. Hook; secretary-treasurer, J. H. Larkin. It was voted to join the L. A. W., and the club will probably adopt that uniform.

SOMERVILLE. — The Tufts College bicyclers have organized a bicycle club, and chosen the following officers: President, H. L. Canfield, '86, divinity school; vice-president, C. F. Dow, '87; secretary and treasurer, J. F. Galletty, '87; captain, F. N. Simmons, '88.

NEWARK, N. J. — At a recent business meeting of the New Jersey Wheelmen, of Newark, N. J., the following officers were elected for the ensuing year: President, H. E. Littell; vice-president, C. W. Northrop; secretary, J. C. Willever; treasurer, H. F. Thurber; captain, George P. Williams; first lieutenant, A. O. Leimeris; second lieutenant, F. Kerr; board of trustees, the president, vice-president, secretary, treasurer, and Messrs. A. G. Winter, C. R. Hoag, and F. Kerr. The association now numbers seventy-one members, fifty-eight active and thirteen honorary.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

Dues for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut. — F. A. Jackson, 608 Chapel street, New Haven.

Colorado. — Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois. — L. W. Conkling, 108 Madison street, Chicago.

Massachusetts. — F. A. Pratt, 3 Somerset street, Boston.

Maryland. — S. T. Clark, 2 Hanover street, Baltimore.

Missouri. — W. M. Brewster, 309 Olive street, St. Louis.

New York. — Dr. A. G. Coleman, Canandaigua.

New Hampshire. — W. V. Gilman, Nashua.

New Jersey. — L. H. Johnson, Orange.

Ohio. — Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania. — F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island. — A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin. — B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa. — S. B. Wright, Oskaloosa.

Wyoming Territory. — C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Burley B. Ayers, 152 So. Hoyne avenue, Chicago, Ill.; John W. Steele, Mentor avenue, Painesville, Ohio; Dr. G. F. Marsden, Red Bank, N. J.; Wm. B. Krug, North River Savin s Bank, New York, N. Y.; Chas. Kohler, 1817 Ridge avenue, Philadelphia, Pa.; D. C. Lyman, 1201 No th Eleventh street, Philadelphia, Pa.; W. D. Forsyth, Fred. S. Loomis, Chas. Johnson, T. E. Moore, all of Oskaloosa, Iowa.

APPOINTMENTS. — Consul for Oskaloosa, Iowa, W. L. Howe, Oskaloosa, Ia.; consul for Grinnell, Iowa, Prof. S. G. Barnes, Grinnell, Ia.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, \$70; one Rudge Light Roads'er, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE. — One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE. — Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

RACING MEN. — If you want to buy a good racing machine, write to us; all sizes in stock; prices low. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price \$90. Address Box 5319, Boston, Mass.

FOR SALE. — 52-inch Special Challenge, full nickel; balls front, cones rear; good order, cheap. Also 42-inch Special Facile; good order. Sell or exchange for tricycle. Address, box 40, State College, Pa.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$2.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.

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In Second-hand Cycles for cash. Send for List, stating wants. Machines bought, sold on commission and exchanged. Corres. on dence solicited.

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B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

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Bicycles, Tricycles and Sociables at Second-Hand Prices.

Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables from \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

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The American Bicycles: CHALLENGE, SAFETY and IDEAL

These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

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A Correction.

WE are informed that a report is being industriously circulated to the effect that the Victor will not be on the market this spring.

The Victor, '86 model, better than ever, will be ready for the riding season, and the effect of all this effort to deceive riders, proves the great fear of competition with the Victor.

Time will show that these reports are simply false, and have only been circulated for the purpose of deceiving intending purchasers of our wheels.

The right prevails in the end, and no amount of false impressions will induce riders to buy an inferior bicycle when they can get a bicycle like the '86 Victor.

\$73,000 of attachments brought on straw patents will not drive us from the field. We have come to stay. New catalogue in a few days.

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First American Makers of High Grade Bicycles.

The "MISSING LINK" Found.



PATENT APPLIED FOR

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook, alike, and locks through the small wheel on the two prongs of the fork, just under the felloe. Nickel Plated. Sent post-paid on receipt of \$1.25.

ANSON P. MERRILL & CO.

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14 Full-Page Lithographs,

Comically depicting all manner of cycling episodes, in addition to numerous smaller illustrations, comprising headings, incidental side sketches, *fac-similes*, silhouettes, tailpieces, and a series of

43 PORTRAITS
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The text abounds in Wit, Humor, Fun, Satire, in both prose and verse, and there are Two Original Cycling Songs set to Music; also

FADKIEL'S KOMIC KALENDAR FOR 1886,

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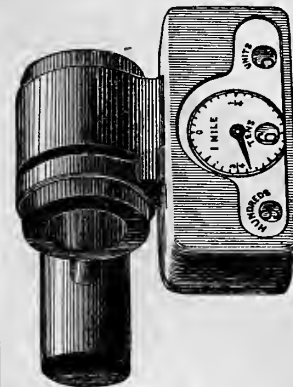
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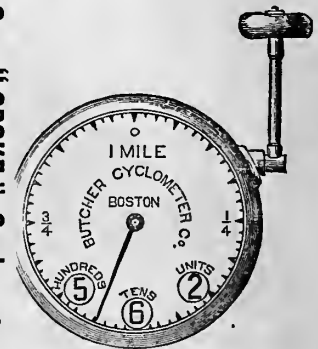
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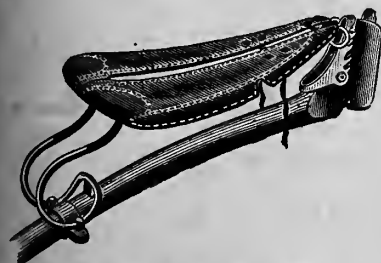
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We select because it is THE BEST,
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FIVE DOLLARS.



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Adjustment in Height in Front.

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Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, **\$5.00.** Price of Coiled Spring, with Straps, etc., for Old Saddles, **75c.**

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Before buying your new mount for the coming season, send for price list and description of the

"NEW ♦ RAPID" BICYCLES,

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During 1885 not a single spoke
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SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

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THE LEADING SADDLE [FOR] THE
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**WHY?**

Because it is made of one thickness of the best of English leather.

Because it has two tension screws in the back and one in front, giving perfect adjustment.

Because the entire back of the leather rests on a solid india-rubber buffer, making it delightfully springy.

Because it is equally applicable to Bicycle or Tricycle.

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**THE HYGIENIC SHOE**

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To Wheelmen, Skaters and Sportsmen; also made for Sewing Machines. Its Hinged Screw Stopper (und detachable-d detachable) cannot get mislaid or lost.
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H. B. HART,

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We wish to hear from all inventors of Cycle Devices, as we want the best of everything in our Victor Cycles, and are willing to pay for it.

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**"Home Exerciser"**

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



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Burley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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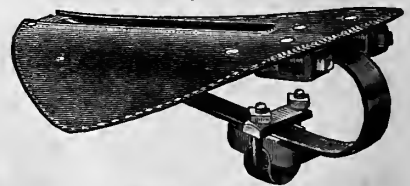
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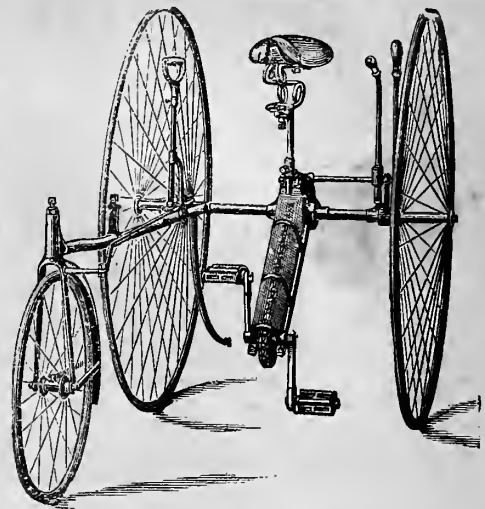
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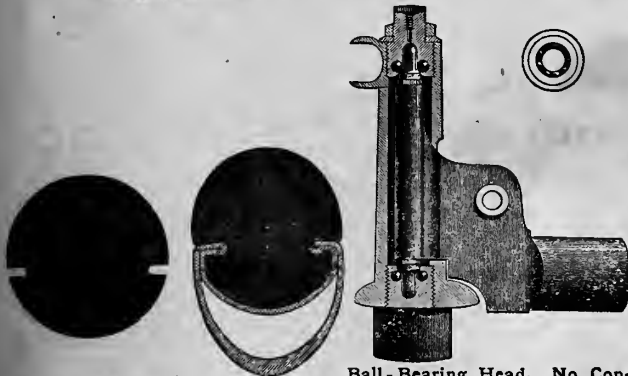
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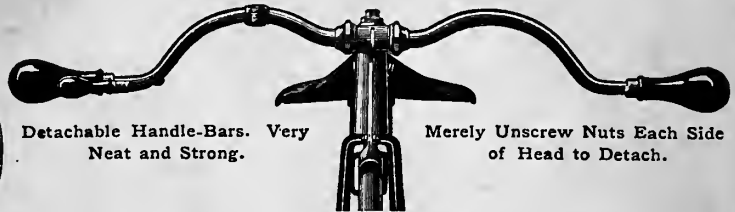
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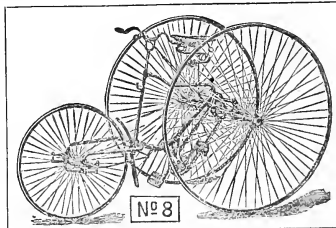
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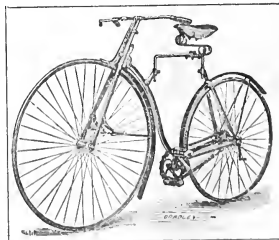
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ABBOT BASSETT EDITOR.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 19 MARCH, 1886.

The Makers' Amateurs.

THE Nonantum Club, of Newton, has placed itself on record in favor of the Makers' Amateurs. Two members of that club have been suspended, and hence the matter has been brought very closely home to them. We don't know that other clubs will follow, but we beg to suggest that any and every club that takes action should state clearly their ideas. We don't know that the Nonantum Club wishes to see a law that is on the books openly disregarded, or whether they would have the law repealed. One of two things must be done: The law must be repealed, or it must be lived up to. No good can come of a dead-letter law.

Amateurism in England.

BY J. R. HOGG, NORTH SHIELDS, B. C.

THE monotony of the winter months has been considerably relieved in cycling circles by the discussions which have taken place on the amateur question. From the articles which have appeared in your columns and in the pages of your contemporaries, it is very evident that Americans are posted up in the various phases of the subject, so that in penning these lines we cannot be charged with carrying our differences out-of-doors, nor of exposing on the housetop that which is known only indoors. That this outcry about the position of amateurism in this country was not raised before its time, no one can deny who knows anything of the subject. A more huge deception, a greater imposition, than the so-called amateurism of to-day, cannot well be imagined. Take this single fact, that while the fundamental principle of the amateur distinction is that no man shall receive any monetary consideration for riding a bicycle, and yet practically all the amateurs who crossed to America last year were paid by makers. What is done on a large scale by the leading amateurs, is done on a smaller scale by the lesser lights. No sooner does a man show a little "form" in running a race or two than he is got hold of by the maker and bribed to ride only his class of machine. We need not stay to point out the proofs of the existence of this state of affairs; it is admitted by all who know the subject.

For a long time the National Cyclist's Union sat with folded hands, and saw its laws defied to the teeth and its principles trampled under foot. But move they did at last, and a special committee was appointed to consider the question. Their report is now presented, and they state that in their opinion the law should be enforced against the suspected amateur, and that the cases of several of the best known amateurs should be at once considered. Now this means, without doubt, that these men who are the leading attractions in the amateur ranks are to be struck out because they are suspected of breaking the laws. To this course we have urged two great objections. In the first place, we do not believe that the distinction is right in principle; and in the second place, we do not believe that the present anomalies and drawbacks of amateurism can or ever will be cured either by suspending the leading riders or by any other process. The time for the distinction has undoubtedly gone by. Amateurs have abolished the distinction themselves, and it will in future exist as it has done for some time past, only in name. The genuine amateur, the man who makes honor his mark in entering his race, will exist in spite of our laws, but he is so scarce and rare a commodity nowadays that his very existence may be questioned; but if on the other hand, as at present, the great majority of amateurs look first to the prize, no amount of law making

will transform their ideals and aspirations.

At the last council meeting of the N. C. U., we had an opportunity of bringing forward a resolution for the abolition of the distinction between professionals and amateurs. It was defeated by an enormous majority. The two issues were before the meeting: either enforce the law, or abolish it, and it was almost unanimously decided that the laws must be enforced. Time alone will prove what their enforcement does for us. Time alone will prove whether the amateurism of six months hence will be purer and better than the amateurism of to-day.

We have stated that we disbelieve in the principle involved in a distinction. When has it been shown that the man who rides for a twenty-dollar bill is a worse man in any way than the man who races for a twenty-dollar medal? In what way and manner were Howell and Wood worse than the amateurs who competed at Springfield? If they were worse, it was obviously not the fact of their receiving payment that constituted the difference. The advocates for the distinction tell us that the amateur should race for honor, and the professional for something else. Suppose they should, and suppose something more difficult still,—suppose they *did*, how in the name of common sense is the honor of winning the race affected by the prize at all? If I race with a man and beat him, the honor of winning that race is the same whether the prize be a certificate, or a laurel wreath, or fifty dollars.

If a man who is a blackguard, races for ten dollars, would he become a better man if he accepted a ten-dollar ornament? and if a blackguard races for a ten-dollar ornament, would he become worse still if he raced for a ten-dollar bill? Where is the principle? You find your poor abused professional will enter a race in which the prize is five pounds, while your *bona fide* amateur, who races for honor only, will turn up his nose at double that sum. If honor is to be the mark of the amateur, how is it that scratch races are at a discount, and handicaps are all the rage? A man who wins a race with a hundred yards start, can claim the prize; but with a scratch man behind him, who has made up eighty or ninety yards, he cannot claim the honor and does not want to, and yet a race meet without a handicap is almost unknown, keeping off the championships.

One great contention is, that it should be hard for a man who takes to the path for a little diversion and recreation to have to compete with men who are making their living on the wheel. Well, has not the *bona fide* amateur to do this to-day? Why, there are more men making their living by the wheel in the amateur ranks than in the professional ranks, and what is more, you can never prevent it. Suppose they do strike out a few suspected cases to-day, their places will be filled up again next week with a new set of subsidized amateurs, who would differ from their predecessors only in the fact that they would be more careful and wary

not to be caught. But granted that it is a hard thing for a man who takes to the sport as a pastime to have to compete against a man who has unlimited time to train, what is it that constitutes that hardship? Not the fact that the man is in receipt of payment, and is thus a professional. Simply the fact that he has greater facilities for practice than the amateur. But then this occurs altogether independent of the question as to whether a man is a professional or not. For instance, suppose I have to compete with a man in a five-mile race; suppose that my opponent can be training twice a week only, while I can train twice a day? The hardship to that man would be all the same whether I was kept by a maker and called a professional, or whether I was kept by my father and called an amateur. Has not the poorer racing man every day to fight against disadvantages from which his more favored competitor does not suffer? Take one man riding on an old machine, and another the best that money can buy, the disadvantage is all the same whether that good machine is given by the maker or bought by the man's friends. The objection on the superior opportunity score does not hold; it is not sound; you can never fix classes and distinctions upon the circumstances under which men are competing.

Space will not permit us to enter into our second contention, *i. e.* that the evils of amateurism are incurable that will show itself when they are attempted to be cured. Your readers would do some of us over here a personal service if they would inform us what the principle is that men are so valiant to defend. One would think that it was some grand old established law that had in support of it the accumulated wisdom and experience of ages, instead of an effete and decayed and rejected notion, which only dates back since the first cycling contests were held some ten years ago. And as for all this nonsense about the makers' amateur, why, the men who are making the greatest outcry are the men who owe all they have and all they are to the makers. Our legislators fancy they have settled the entire question, when they call the project for the abolition "absurd," "utopian," "impracticable," etc. etc. They are blind to the fact that we are now living in the enjoyment of social, religious, and political "*fait accompli*," which a dozen years ago called forth the entire collection of the same kind of adjectives. A decayed tree is not always easy to knock over, but leave it alone and it is bound to fall, and we abolitionists can afford to wait.

Herbert Liddell Cortis.

HERBERT LIDDELL CORTIS died at Carcoar, Australia, 29 Dec. 1885. Cortis emigrated to the Colonies in 1882, but not, however, before he had made a name as a rider on the wheel which with cyclists will never die. He was born at Filey, in Yorkshire, on 17 June, 1857,

and commenced riding in 1872, joining the Wanderers' B. C., with which club his name was ever associated, in 1876. His first race was a road contest from Merton to Dorking, but he was then a mere novice; on 16 June, 1877, however, he came out on the path at the Wanderers' meeting at Caterham, and pulled off three prizes as a commencement. In the following year he found his way rapidly to the scratch mark, and in the fifty miles *Sporting Life* challenge cup race—or, as it was then termed, "championship"—fell at the forty-eighth mile, after cutting record from twenty-six miles upward. In 1879, he had a walk-over for the old A. A. C. four-miles championship, and carried off quite a number of challenge cup races, including the Surrey ten miles, and, later on in the season, performed a feat which stamped him as the best all-round rider the world possessed, by winning *all four* of the—then—B. U. championships, beating record in the fifty-miles event from twenty-four miles upwards. During this year, also, he beat the three, four, and five miles records at Leicester; won the Surrey cup at the autumn meeting, in 34.31½, grass record for the distance; and closed the season with the celebrated Amateur *vs.* Professional matches, in which he beat Jack Keen—then in his prime—in the match at Wolverhampton, and was only barely beaten in the other two events in London. In 1880, Cortis, who was studying at Guy's Hospital, gave more time to studies and less to training, but nevertheless essayed to repeat his "clean sweep" of the championships of the previous year, and succeeded, save in the mile, in which—owing, as many said, to treating his opponents too lightly—he was beaten in the sprint for the post by C. E. Liles. In the same year he broke the five-miles record at Stoke, and on 2 September made his first memorable attempt to ride twenty miles in the hour, and beating record from eleven miles up, had at eighteen miles 6.3½ to do the remaining two miles in, when Liles and Griffith, his pacemakers, fell, and brought him also to grief. On 22 September he made his second attempt, also at Surbiton, but although he again broke record from eleven to fifteen miles, from that point he slowed down, and failed to accomplish his task by thirty-eight seconds, but went on and took the records up to twenty-five miles. The following year Cortis practically retired from the path, settling himself down to hard study with a view to becoming a fully qualified medical man. He had, however, set his mind fully on accomplishing the task he had set himself, and so went into training specially for the event, and starting with the men in the final of the three-miles invitation handicap at the Crichton meeting at the Crystal Palace, on 27 June, he was pulled along well by W. K. Adam, who won the handicap in 8.14½, a best on record, and Cortis swept by on his self-appointed task, and being taken on well by A. Thompson, Olive Thorn, Hunter, Woolnough,

Tacagni, C. D. Vesey, and F. R. Fry at intervals, cut record at four and six miles, and once more getting within "time" at twelve miles, kept well ahead, and completed the twenty miles in 59.31½, putting in another three hundred yards before the completion of the hour. Again, on 2 August, a match for twenty miles was arranged between him and the Hon. Ion Keith-Falconer, with the especial object of again beating record. This came off at Surbiton, and at seven miles Keith-Falconer was done with, but Cortis, going on with able pacemakers' broke record from that point up to twenty miles, which he accomplished in 59.20½, doing another three hundred and twenty-five yards before the expiry of the hour. The merit of Cortis's performances as a rider may perhaps be better judged when we say that, despite the improvements in machines, several of his records yet stand on the books. Shortly after his last performance, Cortis successfully passed his examinations, married, and with his wife went to Australia, and arrived in Melbourne on 21 November, when he was welcomed and entertained at a dinner by the enthusiastic colonials. His death had no connection whatever with his cycling pursuits, and the sport can in no way be credited with it.

Inklets from London W.

THE court came in. The bar stood up. The ancient crier in feeble tones said, "Hear ye, hear ye, hear ye! All persons having any business before the Circuit Court of the United States may now draw near, and they shall be heard. God save the United States of America." The court sat down, the bar did likewise. The court bowed to the counsel in the case of Pope *v.* Overman. The counsel in the case of Pope *v.* Overman bowed to the court, and this *cause celebre* was at last before the blind goddess. Finally the houses of Pope and Overman met in the forum, and there was no escape. The war was a battle. For nearly two days the battle waged fiercely. The air was full of cycle talk, and the methods of the rivals were made public. Differential gears and ball-bearings were discussed with glibness. Patents were attacked. Counsel for the complainants said they knew Overman. Counsel for the defendants said they knew Pope. Each was held up as a model of goodness and philanthropic virtue on the one hand, and branded as an oppressor or a sort of patent highwayman on the other. The battle waxed warm, and the war progressed. I looked on with calmness, and made my notes with precision, until the court said that it had come to a conclusion. Then I must confess my heart beat a little faster. Not a sound was heard save the ticking of the clock on the wall. Every one tried to appear indifferent, but interested parties leaned forward to catch every word of the justice. In slow, measured, calm, and impassionate

words, the verdict was rendered, and the star of Overman was in the ascendant. But the end is not yet, and the war still goes on. The forces of each side are girding their loins for another fight. I wonder if any one will be killed.

THAT is war No. 1. War No. 2 has just commenced, and the thermometer is rapidly going up in certain quarters. All the gentlemen who have paraded under the banner of amateurism, and received the emoluments of the professional, like Othello, find their occupation gone. The meagre ranks of the pros. bid fair to receive some very notable additions, and unless the signs fail, Prince, Neilson & Co. will find in the future something to do besides talk. The time they have spent in writing challenges and letters can with profit be spent in training. The racing board's earthquake and pyrotechnic display has been a complete success, and the makers' amateur has gone up amid red fire and profanity. Be men, Messrs. Rowe, McCurdy, Hendee, Rhodes, Ives, and all you suspends, join the ranks of the pro., or form a class of your own, and give us some good racing next year. You will be thought just as much of, make as much money, and have just as good a time.

THERE is one thing I should like above all things. I should enjoy attending a public meeting of cyclists, called for the express purpose of discussing this burning topic. I would like to learn the theories and hear the opinions different wheelmen have on the makers' amateur question. It would be lots of fun.

THE intense interest which prevails among the gentlemen placed upon the League Meet reception committee is simply startling. The eagerness with which they attend meetings makes the outlook for strangers coming to Boston to attend the Meet very promising. No less than five out of a committee of twenty-five hastened breathlessly to the last conclave, and struggled hard to find one of the appointees who was willing to do any work. If this excitement prevails, and the same desire to help exists among all the committee men, the Meet for 1886 will be the biggest thing on record.

THINGS I SHOULD LIKE TO KNOW.

WHY a few more dealers are not put on the reception committee?

What the makers' amateurs are going to do about it?

If any of them will attempt to disprove the charges against them?

If the League will remain firm?

How many amateur records will be broken next year?

If Rowe will be elected representative?

If I will be?

If it is true that Lon Peck is not a candidate for chief consul for Massachusetts?



HERBERT LIDDELL CORTIS.

From Bicycling News.

Who "Pedals" is?

If it is true that a new paper called the *Wheelman* is to be started in Boston?

If it will succeed?

Who the editor is?

IT is certainly exceedingly remarkable that the League *Bulletin*, the accredited organ of the association which owns it, should print so important a pronouncement as that of the Racing Board last week, without a word of comment. Perhaps the editor did not know what to say. It cannot be that he doubts the wisdom of the step, or is uncertain as to the success of the war. Or is it that he is so busy discussing how a paper should be managed to notice the boldest and most important step the League has ever taken? From such a dyed-in-the-wool, uncompromising community of strict amateurs as is popularly supposed to exist in the City of Brotherly Love, one had

reason to expect an editorial that would strike terror to the hearts of the promoters, if they are not already paralyzed with fear.

I HEAR there is a movement among the cyclists of Boston to emigrate from this classic old town. They say it is becoming so that one needs to have a regular Midas touch to indulge in the pleasures of wheel life. What with the Boston club's toothsome *table d'hôte*, which tempts one to abandon the folks at home during the dinner hour, and the increase in dues from \$12 to \$20, which the Massachusetts has made, one is obliged to ride his last year's crock, and patch up his worn and oily uniform, or else become a makers' amateur. This last was the popular feeling a week ago, but now that field of usefulness and emolument is closed, and the impecunious wheelman knows not what to do. I understand that

the number of candidates for League secretary-editor is increasing at an alarming rate. The clubs must come down to a more Spartan-like mode of living, or else there will surely be an exodus from this vicinity.

I WONDER what has become of the Nemo Club. I fancy that the number of applications for membership from riders of sociables has not been so great as to overburden the secretary. Papa Weston remains obdurate, and says that the decadence of sociables and the compound interest rate of increase in tandems, is only an example of the domineering power of the trade to foist upon an unsuspecting and simple public what it likes, and not what is best. I am really sorry for dear old Frank Weston, but admire the pluck with which he advocates his beloved "steadily and stolidly" broad-gauge double. He has usually been among the first in everything, but it looks now as if he would be the last on the sociable. Yes, there is one more, — Mr. Parsons, of Cambridge, who trundles about on his old Coventry convertible, and swears by it. It is a great thing for car-track riding any way. No one disputes that; and if the railroad companies don't stop monopolizing streets, the Coventry Rotary may be the only tricycle we will be able to ride.

"PEDALS" has quite discouraged me. I was intending to use Mr. Gilbert's wings again this week; but if the punishment is to fit the crime, and as the procedure now is to throw the burden of disproving charges on the accused, I have wisely refrained from attempting any more parodic flights. But if I am guilty and deserve death, how is it that juvenis is allowed to live undisturbed, and in peaceful possession of his Extraordinary. I am going to look into this matter, and institute a commission of inquiry as object to an impartial administration of justice. If I deserve death, juvenis should be lynched summarily.

I AM intensely impatient for League Meet, and more especially for the hour for the parade to arrive. I want to put on my nice uniform and my pretty white whistle-cord. I want to ride down Commonwealth Avenue to the inspiring strains of Ducker's brass band. I want to see the pretty girls in the windows laugh at the paraders as they wobble by. I want to hear the air rent with the demoniac screech of Stall's death destroyer, and feel that the water side of South Boston is a preferable place to live than the water side of Beacon Street. But the greatest pleasure of all will be the band, Ducker's band. I hope all cyclists will appreciate the efforts of the committee to furnish fun for the small boy, and I know Stall is prepared for the hoodlums. LONDON W.

Wheelmen Meet. — Eminent Cyclists Dine and Wine.

THE rain fell in torrents, and beat ruthlessly against the passing pedestrians. Hurrying hercids splashed through the streets, burling dirty water upon the cop on the corner, who proceeded to club the shivering newsboy crouching in a doorway out of the wet. As the *Cycling Sphere* man wended his way along the muddy streets, carefully avoiding the many puddles, lest the water should penetrate his well worn Athens cyclist shoe, a look of care was in his eye, and his brow was clouded, and well it might be, for he was wondering where his next meal was coming from. Suddenly, but only for a moment, his face beamed with some intelligence, and he darted across the street and grasped by the hand a young man of haughty mien, who was seen coming out of the office of the *Athens Ball*. It was Harley Coward. "Hello, Harley," he said, "what's in the wind?" "Sst, not a word," replied the latter; "come with me. I've got a snap. Not being able to corral any more quarters from Parson Ups, and having worked the free lunch route to death, I was about to get a drink at the Gearwell fountain, when a wire came to the office with the welcome news that the eminent cyclists of Yankeeina were to dine to-night at Athens Club's restaurant.

If we are careful we can slip in at the back door and sneak into the banquet hall, when no one is looking. We'll go around to the *Proclaimers* office and get Macob Jorse; he knows how to do it."

So went Mr. Jorse and under his skillful pilotage the seedy two found their way — back way — to the banquet hall of the Athens Club. Jorse, as soon as he got inside the door, slid under a table, as he knew the dusky waiters would eject him if he were seen. Coward and myself got behind a convenient screen, where we could hear and see, and could snatch choice morsels of food from the plates as the waiter hurried by. It was a motley crowd assembled. Here was a group of Athens Club men, in borrowed dress suits and high collars. A lot of Bay State men were drinking something white out of glasses. Coward said it was milk, and bouncing about how late they sat up nights, turning their wheels to work up a record. As the *Cycling Sphere* man was a new member of the staff and unacquainted, he had to get Harley to tell him about the people he saw assembled. "Who?" he asked, "is that elegantly dressed man with the big diamond in his shirt bosom?" "Oh, that's Mike Herdy. He is an amateur. Got lots of money; just rides for the fun of the thing; you know. Do you see that other small fellow, that aristocratic-looking chap with the good clothes? He's another. His name is Pull. He's got a rich aunt. That's her, that fine-looking person. Her name is Hope." "Why," said I, "she is dressed like a man." "Well,"

said Harley, "she is," and winked knowingly as he informed me that Mr. Billy Pull has a rich aunt who puts up for him, and that Hope is the only person who does so. "Oh, I see; only an aunt in L. A. W." "What in the world are those two chaps doing on them?" "Don't you know them? — why, that's Babylon W. You ought to know him; he writes enough trash for the *Sphere*, and that other fellow, that's Hal Timber." "Yes, but what are they doing?" "Oh, they are only comparing legs to see which is the biggest." "Who are those fellows with big labels on their caps?" "Why, my dear fellow, those are members of the Jumping Field Club. They dress pretty well, don't they?" "I should say they did." "So could you, may boy, if you would go into the circus business, and give the biggest show on earth." "I thought Barnum did that." "He used to, but since Harley Draker came on the carpet, old Barnum is nowhere." "Who in the name of all that's human, is that big fellow tucking that chicken in his pocket, and stuffing himself with food, — that chap with a pistol in his belt?" "That's Still Ball." "Why does he carry that club?" "You go up and shout Hoodlum in his ear and see." Here we were interrupted by a sly little gentleman by the name of Parley Rattle, pounding vigorously on the table with a patent crank, and saying in a loud voice, "The meeting will please come to order." All sat down except Jake Robinson, who tried in vain to talk, but no one seemed to understand, and cries of "Sit down." "Squelch him." "Shut up, 'Appy," filled the room, and the gentleman from Uuderby street finally subsided, but not until he had been sat on by Harry Louison, of Paris, France, who had come over to attend this banquet. The chairman, Parley Rattle, was helped up by a rotund smooth-faced fellow, named Dodge, whom Coward said ran a policy shop on Commonwealth street, and addressed the meeting as follows: "On this glorious occasion, it befits me to say a few (cries of Thanks) words. I will only keep you a moment (Cheers). We are assembled here as the finest exponents of the art cyclic, and it is befitting, on so adventitious an occasion, that we should surprise ourselves, — have grace before meat. I will call upon Mr. Minister, of the Bay State Club, to pray for us." Here several Athens Club men left the room. Mr. Minister arose, and folding his hands sanctimoniously across his stomach, said solemnly, "Dear wheelmen, may we ever be preserved from anything that savors of hilarity, and be given strength to avoid evil things, and above all by the grace of goodness be deprived of anything intoxicating." (Cries of "No, no; anything but that.") Here Mr. Robinson jumped up and addressed the chair. "Mr. Chairman." The Chairman, "Mr. Robinson." "Just wait a moment, I arise to a point of order. I object to the remarks of the last gentle-

— THE —

R U D G E

Prices for 1886 are as follows:

RUDGE LIGHT ROADSTER	—	—	—	\$135.00
AMERICAN RUDGE	—	—	—	107.50
RUDGE RACER	—	—	—	140.00
RUDGE SAFETY	—	—	—	135.00
RUDGE ROTARY TANDEM	—	—	—	220.00
RUDGE HUMBER TANDEM	—	—	—	255.00
RUDGE CRIPPER TRICYCLE	—	—	—	185.00
RUDGE CENTRAL GEAR	—	—	—	175.00

SOLE U. S. AGENTS,

STODDARD, ✕ LOVERING ✕ & ✕ CO.

152 to 158 Congress Street, Boston, Mass.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

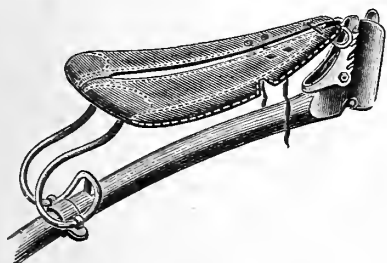
These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.



*Adjustment in Height in Front.
Adjustment in Height in Rear.*

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, \$5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75c.

FREEMAN LILLIBRIDGE - - - Rockford, Ill.

THIS IS SIGNIFICANT.

The first American Champion bicycle shipped took the world's long-distance record at Minneapolis last week.

man, as er-er — tending to restrict my personal liberty." The Chairman: "The point is well taken, and wine will be served at the regular rates. We will now proceed to discuss the artistic menu which our artist, Mr. Bamboo, has prepared." Here Mr. Jorse emerged from under the table, thinking to obtain a seat unobserved, but being espied by Secretary Dodgkins, he was promptly ejected. This was the menu, a copy of which I grabbed from the table when no one was looking: —

MENU.

Clams on the deep shell *a la* Parley Rattle.

SOUP.

Mock Amateur *a la* Netter.

Chickhead e.

Green Pea *a la* Ah Junderwood.

FISH.

Carp *a la* E Aaron.

Cod with Hoodlum sauce.

(Pulled with difficulty by lantern light.)

REMOVES.

Saddle of Mutton *a la* Churchpatrick.

Powdered Kid *a la* Still Ball.

Prize Calves *a la* Harry Draker.

ENTREES.

Record Venison *a la* Mike Hurdy.

Testimonial Croquettes *a la* Lelliot Eec.

Panorama Macaroni *a la* Larry Turnerman.

(Umbrellas served without notice.)

VEGETABLES.

Bermuda Onions *a la* A. Felwell.

Fried Beets *a la* Morning Toore.

Sweet Potatoes *a la* Daisie.

Common Potatoes *a la* B. Gaird.

Small Potatoes *a la* J. Fenkins.

Potato Balls *a la* Bown Patent.

GAME.

Pheasant *a la* Gen. Turnerman.

Prairie Chicken *a la* M. D. Lurger.

Hunted Fox *a la* Oldtown Club.

SWEETS.

Election cake *a la* Boss Dodges.

Sponge cake *a la* Dr. Knowall.

Angel Cake with seance drapery *a la* Doe Jalton.

(The poem accompanying was omitted by request.)

Ruman Punch *a la* Bay State Club.

(The Life Saving Station.)

DESSERT.

South American Chestnuts *a la* Hob Buston.

Patent Raisins \$10 a raisin.

French Fruits *a la* Harry Louison.

Cigars with air pumps, imported from Jondicut, by N. C., etc., Dyams.

On the back were the following advertisements: —

Know all men by these presents, that I, Ah Junderwood, own the earth, and if I do not, I claim I do, and all persons are hereby warned not to trespass thereon under the pains and penalties of the law.

AH JUNDERWOOD.

ATHENS, 18 Feb. 1886.

Then Ah Junderwood appeared and made oath that there was not a word of truth in the above statement subscribed to by him before me.

LAND SHARK,

Justice of the Peace.

WANTED, a job to ride a bicycle. A new record guaranteed weekly.

MIKE HURDY.

SLUGGING MATCH
UNDER THE AUSPICES OF THE
BAY STATE CLUB,
TO-MORROW NIGHT.
COME ONE, COME ALL.
BLOOD.

SHORTER HOURS AND BETTER PAY.
All racing cyclists are ordered to keep away from the dealers, as a strike has been ordered by the
SOCIETY OF YANKEE CYCLISTS.

THE Grudge cycle holds all the records it wants.
LODDARD, STOVERING & CO.

THE Victor cycles hold all the records they can get.
TURNERMAN WHEEL CO.

THE Columbine cycles hold all the records except some.
HOPE M'FG CO.

EVEN boys ride down hill on Regal Post cycles.
BAMBOO & SON

THE Adonis cycles can be ridden twenty-four hours without breaking.

THE Bat cycles are ridden by Kings.

The League Parade.

ITS FORMATION.

LIST OF NOTABLES.

QUOTATIONS FROM THE BANNERS.

A NOVEL SHOW.

C. W. FOURDRINIER.

J. T. Dyer.

(With bugles to clear the way.)

"One blast upon his bugle horn
Were worth a thousand men."

W. W. Stall,

in charge of platoon of police.

(Later on, platoon of police in charge of
W. W. Stall.)

HOODLUMS.

C. A. Hazlett on Marine Bicycle,
with New Hampshire Division.

Col. Pope.

Escort of lawyers.

"Rich men rule the law."

Gen. Overman.

Escort of Legal Gentlemen.

"Still you keep o' the windy side of the law."

Charlie Pratt.

"The power behind the throne."

"Sharper than a serpent's tooth."

Editor BICYCLING WORLD.

"There's something in a huge balloon."

"He was a man of an unbounded stomach."

Lady Tricycler.

"The Daisie by the shadow that it casts."

Boston Bicycle Club

Riding in Coventry Chairs.

"Absent in body but present in spirit."

"He who aspires to be a hero must drink brandy."

"In a good old age."

President Hodges.

The Captain.

"Prouder than rustling in unpaid-for silk"

MORE HOODLUMS.

Springfield Bicycle Club.

"Rich with the spoils of time."

President Ducker.

"Hail to the chief who in triumph advances."

Karl Kron,

with a half-finished copy "Xm Miles"
under his arm.

"Time elaborately thrown away"

JUVENIS,
Trying to dispose of "60 poets on a
wheel."

"Truly, I would the gods had made thee poetical."

Chris Wheeler.

"A poet soaring in the reason of his fancies."

McCurdy.

"Off with his head."

Rowe.

"Put money in thy purse."

More Makers' Amateurs.

"We know what we are, but know not what we may
be."

"False as dicers' oaths."

Contingent of eminent cyclists,
(Riding machines loaned for advertising
purposes.)

"O! my offence is rank. It smells to heaven."

The Racing Board.

"O reform it altogether."

"A combination and a form, indeed,
Where every god did seem to set his seal."

The Captain.

"Hark from the Tombs a doleful sound."

L. A. W. Bulletin.

"Like Aaron's serpent, swallows up the rest,"
"No more of that, Hal, and thou lovest me."

Massachusetts Bicycle Club.

"There's nothing ill can dwell in such a temple,
If the ill spirit have so fair a house."

"Judge not according to the appearance."

The President.

"Histories make men wise."

The Vice-President.

"There goes the parson, oh, illustrious spark."

Joe Butcher.

"Measures, not men, have always been my mark."

President Beckwith

and

League Officers.

"So much to do, so little done."

ANOTHER MAKERS' AMATEUR.

"Pray tell me, sir, whose dog are you?"

SOCIABLE.

Papa Weston riding alone.

"An ill-favored thing, sir, but mine own."

LONDON W.

Random Pencillings.

THE "first gun" fired at the so-called
"makers' amateurs" made a pretty loud
report, and ought, judging from the
sound, to demolish a great many of those
unfortunate creatures. After the smoke
clears away a little, we shall have a chance
to count the slain.

In plain English, how many wheelmen
really want to see the work that has
been begun carried out to the bitter end?
Do a majority of the League believe in
Racing Rule H in its full spirit? The
rule is there, however, and ought to be
enforced. If the League don't like the
result, they can repeal or modify it.

Everybody remembers the old saying, that the best way to secure the repeal of a bad law is to enforce it.

RULE H seems to apply to two distinct classes of men, and while a good many wheelmen believe in applying it to one class, they do not want to see it applied to the other. In the first class come those who ride wheels either to advertise them or for their personal profit; in the other, those who are simply assisted by their club or by friends to meet the expenses incident upon participating in race meetings.

THERE is a very strong feeling against the full-fledged makers' amateur, and a general demand that he be placed in the professional ranks. Every man who rides a wheel to benefit the manufacturer, importer, or dealer, and who receives, direct or indirect, pay therefor, ought to be made a professional. He is already one in everything but name.

THERE is a different feeling about those men who receive help from friends simply to enable them to get on the path. There are fast riders who have no means and who could not race without help. In such cases, it is asked, why cannot they be allowed to receive the required aid from their club or from friends? It may be replied that this offers an opportunity for aid, to be sent indirectly from dealers. But could not this be obviated by requiring guarantees or certificates from both the rider and those helping him, that the money provided came in no way whatever from the trade?

THERE seems to be a good and reasonable distinction between the two classes, a distinction that broadens out into a real difference of purpose. The former are practically paid advertisements, and consequently professionals. The latter ride for honor, and though enabled to do so by the kindness of friends, are amateurs. They must ride *some* machine, and if riding one fast helps it, it does not alter their own character. Every good road rider of a machine is more or less of a help as an advertisement of that sort. The difference is merely in degree.

SUCH expressions as I have given I have picked up from wheelmen. Those I have thus far talked with think that Rule H goes too far. If the League is of this mind, and will not thoroughly sustain the action of its racing board, let us modify the rules and get some that the League will unanimously enforce. The racing board are simply doing their duty.

FOR many years a certain portion of the American public have been watching

for the appearance of *the* American novel. Every new writer who makes any sort of a hit is taken up and analyzed, and some critic repeats the hackneyed question, "Is this *the* American novel?" One author after another has been hailed at his first appearance as the long-expected child of genius, only to be retired to a lower place after a brief interval. An ambition to produce a distinctively American novel, or *the* American novel, is helping to bring forth a good deal of creditable work. Some one will eventually, and doubtless unexpectedly, meet with the much-longed-for success.

WHEELMEN are eagerly watching for the coming of *the* bicycle, tricycle, safety, or tandem that will perfectly meet their needs. Many an improved machine has already been regarded for the moment as the "consummation devoutly to be wished." The constant introduction of improvements, however, and the necessity for modifications which still exist, makes the day when we shall have absolutely perfect wheels, yet a distant one.

I AM told that we are to have another type of tricycle in the market this season. It will be an American machine; lever action; a rear steerer; fifty-inch drivers; weight under seventy pounds. It will have a seat instead of a saddle, and a movement of the levers of three inches is said to impart the necessary power. The price will be very low.

MY informant tells me that the inventor has ridden *twenty-two* miles on it in an hour. Only one machine has as yet been built. I am to be allowed to see this at an early date. Being so light, easy running, and fast, it will be looked forward to with great interest.

A CORRESPONDENT writes me from London under date of 4 February: "I am sorry to say that on further inquiry at the publishers of bicyclists' and tricyclists' *Indispensable*, they now inform me that they will not be published for 1886, although they previously told me that they would be."

A RECENT writer in the *C. T. C. Gazette* is very desirous that cyclists should not use slang, but I would venture to inquire, "What is the matter" with Sturney? Over here, we think a good deal of his *Indispensables*, and should be glad to patronize some 1886 editions.

AMERICAN wheelmen, however, will not be entirely neglected this season, for they will be able to obtain what I may venture to designate as an "American *Indispensable*"; that is, full technical details of all the machines offered for sale in the American market.

This will unquestionably be a good thing, and ought to be in every wheelman's hands.

FASHIONS in wheels change,—sometimes because the new introduction has new qualities, and sometimes because it strikes the popular fancy. Two years ago it was the Rudge; last year it was the Victor. Will it be the Apollo this year?

IT is often said now that the ordinary light roadster is about perfect. There is one point, however, where some of the most experienced English riders call for a change,—that is, in the head. The call is for a good ball-bearing head. I am glad to say that two or three of the best bicycles will have that feature this season, and I hope that riders of these wheels will tell us about them.

5678.

Nonantum Club Resolution.

THE Nonantum Club has passed the following resolutions:—

Believing the recent action of the Racing Board of the League of American Wheelmen, whereby certain prominent racing men, heretofore known as amateurs, have been suspended, and shortly are to be expelled from membership in the above-mentioned organization,—to be unjust both to the men personally, and the clubs of which they are members; therefore, be it

Resolved, By the Nonantum Cycling Club regularly assembled, that from this time it will be the duty of each and every member to use his influence and strength for the restoration to membership in the League of those two gentlemen, members of this club, who are now suspended by order of the Racing Board; and

Resolved, Further, that we stand ready to co-operate with, and aid any club or clubs, in bringing about a condition of affairs that will be satisfactory to them and to ourselves; and also

Resolved, That unless such a satisfactory conclusion be reached on or before the League meeting in Boston, on 28 May, that this club withdraws its membership from the League.

Big Four Business Meeting.

THE annual preliminary meeting of the Big Four bicycle tourists will be held in parlor A of Genesee Hotel, Buffalo, 21 March, 1886. The auspices and route of this year's tour will be discussed, and details perfected. B. B. AYERS.

CHICAGO, 8 March, 1886.

THE Springfield *Wheelmen's Gazette* for March will be a special issue, and, among other features, will contain portraits of Col. A. A. Pope, A. H. Overman, A. J. Spalding, H. D. Corey, W. B. Everett, W. S. Atwell, H. B. Smith, T. B. Jeffery, H. W. Gaskell, and S. T. Clark, all prominent cycle dealers.

THE BEST IS GOOD ENOUGH FOR YOU!

A desperate effort has just been made to keep the New Victor out of the field this spring. This was done by parties who procured admission into our Works, during our absence and against our wishes, and apprised themselves of the merit of the machine we were about to place upon the market.

When you see the '86 Victor, and examine all its fine points and improvements, you will understand why our competitors have been afraid to meet it in the open market. The Victor could have no stronger indorsement. The compressed cushioned tire of the Victor is of itself enough to strike terror to the heart of a competitor. We do not blame them for getting alarmed, only for using questionable methods to injure a rival.

We ask two favors of every man who will buy a high grade bicycle: First, examine the New Victor before buying; second, ask any rider of the Victor if it is the EASIEST RUNNING machine he ever rode? If it is the best hill climber? If it is the fastest coaster?

It is every ounce steel. If you can show that a Victor contains ONE OUNCE of cast metal, we will refund full price. It is all interchangeable, and contains all features known to add to the value of a bicycle. We use only the Victor square rubber pedal which has proved good enough to call out a clumsy imitation.

Victor Swing Saddle, Latia's Patent Locked Head, Detachable Step, Hadley's Patent Handle Bar, Bown's Perfectly Adjustable Ball Bearings to all wheels and pedals, Compressed Cushioned Tires, Warwick's Hollow Rims, shallow section, Harrington's Enamel.

We have, from the beginning, led the advance towards reasonable prices in cycles. To maintain this reputation with riders, the new machine, with all its improvements and increased cost of manufacture, will be sold at these prices. No extras:—

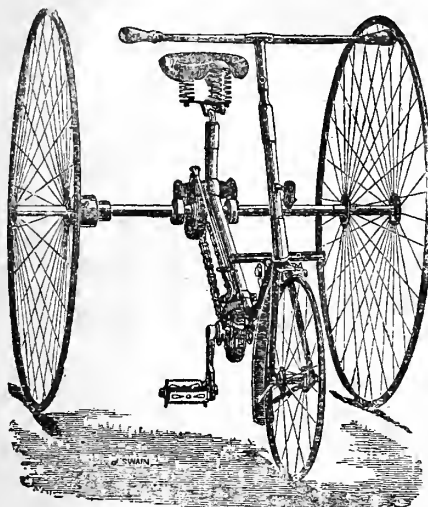
**48-inch, \$122.50; 50-inch, \$125.00; 52-inch, \$127.50;
54-inch, \$130.00; 56-inch, \$132.50; 58-inch,
\$135.00; 60-inch, \$137.50.**

Nickelled backbone and forks, all best nickel on copper, except rims and spokes, which never should be nickelled, \$10.00 extra. You will wrong yourself if you buy without seeing it. Catalogue Free.

OVERMAN WHEEL CO, 182 Columbus Ave., BOSTON,

FIRST AMERICAN MAKERS OF HIGH GRADE BICYCLES.

MANUFACTURE



The "Marlboro' Club" Tricycle,

MANUFACTURED BY THE COVENTRY MACHINISTS' COMPANY, 15-16 HOLBORN VIADUCT, LONDON, AND 239 COLUMBUS AVENUE, BOSTON.

To such a degree has the modern bicycle been improved, that during the past year or two it has been generally conceded that the two wheels admit of scarcely any further advance; and cycle makers have consequently devoted their attention almost exclusively to the improvement of the tricycle, which has not hitherto approached the degree of perfection attained by the bicycle; riders on all hands admitting that, although there have been some wonderfully good tricycles constructed, their faults were still far from insignificant. But with each successive season we are approaching nearer and nearer to that goal of perfection which it is the aim of every good firm to reach; and prominent in the march of progress, the Coventry Machinists' Company, limited, occupies a place in the van, their latest achievement being to add to their already magnificent stud of wheels a tricycle which worthily bears the distinguished name of "Marlboro' Club."

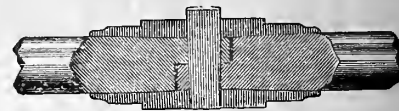
The Marlboro' is of the fashionable "Automatic Steering" type, having two 40-inch driving wheels, and a 20-inch front steering wheel; the frame consisting solely of the central tube, which slopes downward from the axle bearings to carry the crank shaft and chain pulley, whence it curves gracefully forward and upward to join the sloping, vertical steering post above the front fork, a handle-bar being the means whereby the rider guides his way. The *tout ensemble* of the machine is particularly taking, there being an absence of the complicated arrangements which give such an unpleasant aspect to many tricycles, and the position of a rider of *either* sex mounted on a Marlboro' is most graceful.

In detail, the "Marlboro'" is found to be constructed with the most skilful attention to every part. The wheels are

strongly though lightly built, with V steel rims and butt-ended spokes, forming a rigid groundwork for the frame, which in turn is as rigid as the best weldless steel tube can be made. The axle is double, with balance gear on the right-hand side; and the ball bearings by which it is connected to the frame are of an unusually stout and firm construction, overcoming the objection which is so frequently raised against the central axle bearings, whose cases are not calculated to withstand the strains they will be called upon to endure. These axle bearings, although very rigidly bolted to the frame bracket, can be easily and quickly detached by removing two nuts, for convenience in packing or getting the machine stowed away within a narrow compass. The axle tube between the two bearings is additionally strengthened by an outer sleeve where the chain pulley and brake drum are fitted on. The chain itself is a very light one, all superfluous weight being eliminated from the link-sides without weakening the pulling strength of the chain one iota, and the bracket carrying the lower chain pulley has the same effective means of expeditious and accurate adjustment for which the "Club" tandem is celebrated, no hammering being requisite to adjust the chain. The cranks are slightly turned outward, so that the rider's ankle-bones are more effectually protected from contact with the crank bosses; and there is, of course, ample room for the heels to clear the axle. The sloping steering post is elegantly fashioned, there being no arrangement of springs visible; the spring which keeps the steering wheel in a straight line, save when rider deflects it, being completely concealed within the tube, so that all is trim and neat. A plated tubular handle-bar surmounts the steering post, and can be adjusted to suit the heights of various riders; it is at the ends turned slightly backward, enabling the usual overhand grasp to be pleasantly maintained, but not turning backward so much as to prevent a change to "capping the ends" or the "overhand grip" when the rider desires to alter his position. The brake power is fully efficient, and can be applied by either the hand or the foot: in the former case, a capital arrangement of rods connects the manual grip-lever with the brake band on the axle; in the latter case, the rider rests his foot on the rubber-clothed foot-rest, and applies the brake by gently resting his heel on a conveniently situated heel-plate.

The machine is at once comfortable, speedy, and elegant; admirably adapted for ladies' use, as by merely turning the handle-bar, there is ample room for the rider to walk into or out of the tricycle without the necessity of climbing over the axle; and there is nothing whatever to interfere with the graceful arrangement of a lady's dress; so that in these days, when it is no longer regarded as cycling etiquette to mount the fair sex upon the most dangerous and obsolete forms of tricycle, the Marlboro' Club is

sure to become a popular tricycle for both ladies and gentlemen.



Facile Bar.

THE Facile has a new and singularly simple detachable handle-bar, this year. The bar is divided in the middle of the head-lug, the ends overlapping; the bars are also coned, and the sides of the lug are coned internally, to make corresponding seats for the coned bars. The overlapping ends of the bars are mortised, and through the mortises and the lug a key is inserted, the driving up of which draws the coned bars hard into the seats, and makes all tight; driving out the key from underneath also releases either or both halves of the bars.

New York Election.

THE following ticket has been put out by several clubs of New York State:—

For Chief Consul.—George R. Bidwell, of New York.

For Representatives.—Dr. N. M. Beckwith, of New York; William W. Share, of Brooklyn; W. S. Bull, of Buffalo; John C. Gulick, of New York; Gerry Jones, of Binghamton; Knight L. Clapp, of New York; Charles H. Luscomb, of Brooklyn; C. S. Butler, of Buffalo; J. W. Clute, of Schenectady; Edwin W. Adams, of New York; M. L. Bridgman, of Brooklyn; George Dakin, of Buffalo; Robert Thompson, of Rochester; Edward F. Hill, of Peekskill; Oscar G. Moses, of New York; Charles Schwalbach, of Brooklyn; I. Reynolds Adriance, of Poughkeepsie; Dr. A. G. Coleman, of Canandaigua; J. G. Burch, Jr., Albany, N. Y.; Dr. Geo. E. Blackham, of Dunkirk.

It is endorsed by the following clubs: Long Island Wheelmen, Citizens' Bicycle Club, Buffalo Bicycle Club, Kings County Wheelmen, Ixion Bicycle Club, Binghamton Bicycle Club, Ariel Wheel Club, Genesee Bicycle Club.

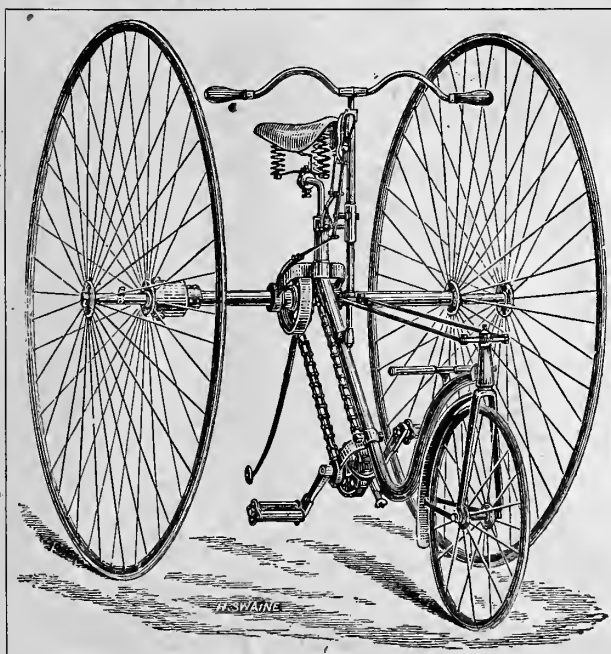
Preparing for the Meet.

A MEETING of the chairmen of the committees which are to have charge of the L. A. W. Meet in Boston, next May, was held Saturday night at the New Marlboro' Hotel. Chief Consul Ducker presided, and Sanford Lawton acted as secretary. It was an enthusiastic meeting, and the utmost confidence was expressed in the success of the Meet.

A. D. Salkeld, chairman of the entertainment committee, reported that his committee favored giving for the entertainment on the first evening a popular concert at Music Hall, like those held last summer, where the wheelmen could become acquainted with one another. For the second night he would recommend an

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.

SEND FOR
ILLUSTRATED
CATALOGUE.



SEND FOR
ILLUSTRATED
CATALOGUE.

[*Inventions Journal*, May 16, 1885.]

"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, $7\frac{1}{2}$ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.

THE "MARLBORO' CLUB."
(AUTOMATIC STEERING.)

239 COLUMBUS AVENUE, BOSTON, MASS.

THE "AMERICAN CHAMPION."

Positively the Greatest Triumph of Cycling Manufacture in America.

ENTIRELY MANUFACTURED IN AMERICA with Our Own Plant and on Our Own Premises, and with Every Care to Suit the TASTE and the NEEDS of an AMERICAN WHEELMAN.

Be Sure and See It Before You Decide Upon Your Mount For 1886.

BECAUSE

Only the Best and Most Carefully
Selected Steel is used, and the
Distribution of the Metal is
so appropriate that
it is the

**Most Durable Machine Yet
Devised.**

With our Patent G. & J. Ball Bearings
all over (to pedals also),
it is the

EASIEST RUNNING.

With Hollow Forks and Backbone
fitted and braced to the patent
G. & J. head and neck,
it is the

Strongest and Most Rigid.

With the Direct Acting and Thick-
Ended Spoke, it is the **Easiest**
to Repair, and

Least Liable to Buckle.

With the G. & J. Hollow, Detach-
able and One-Piece Cow-Horn
Handle-Bar, it is

The **Easiest to Steer**, and there
is little danger of the Han-
dle-Bar Breaking.



PRICE, 50-Inch, Standard Finish (Enamel and Nickel), \$102.50.

BECAUSE

It has the G. & J. "Solid Comfort
Saddle," which fits close to the
Backbone, and is the

Most Comfortable to Ride.

It has the Patent

G. & J. ADJUSTABLE

— AND —

Rubber Capped Step.

It has all the advantages both of a
compressed and a contractile Rub-
ber Tire, made from
the best

Red Para Rubber.

It is the Most Graceful in its Lines
of any known Bicycle,
combining

EQUAL STRENGTH

— AND —

RIGIDITY.

IT IS SOLD AT

A REASONABLE PRICE.

And numerous other reasons which prove conclusively that it is the **MOST SATISFACTORY BICYCLE** on the Market, as can be determined by applying for our New and Handsomely Illustrated 48-Page Catalogue, containing a Minute Description of this Machine, and an Extended Line of Bicycles, Tricycles and Sundries.

CORMULLY & JEFFERY,

222 & 224 North Franklin Street, Chicago, Ill.

N. B. — We are Manufacturing a New Line of LAMPS and BELLS.

entertainment at Winslow's Skating Rink, which should consist of fancy riding, club drills, and skating.

A. S. Parsons, chairman of the committee on banquet, reported that there would be at least 500 wheelmen who would wish to attend the dinner, and as no hotel in Boston can accommodate so large a number, it would be necessary to hold the feast in some hall. The price per plate is not to exceed \$3.00.

As chairman of the committee on tours and runs, A. D. Peck, Jr., reported that the programme for the first day would include three runs in the morning, and a repetition of the same runs in the afternoon. The first is to start from Trinity square at 9.30 A. M., and extend to Chestnut Hill and the Newtons, under the guidance of Messrs. Atkins and Pratt; the second starts from Hotel Vendome at 9.30 A. M., and runs to Cambridge, Harvard College, and Belmont, under the guidance of Messrs. Peck and Hayes; the third starts from Mechanics' Building and rides to Dedham and back. There will be no runs on the second day. On the third day there will be runs to South Natick and other points.

Mr. Walburg reported progress towards the parade, and Mr. Grimes told what had been done in the way of providing hotel accommodations. Reduced rates will be secured at all the hotels. The Vendome will be the headquarters. Mr. Smith reported that a band of twenty pieces had been secured for the parade and the races and the banquet. Mr. Bassett reported for the press committee and Mr. Ducker for the race committee. It is probable that the races will be run on the Union Athletic grounds.

Resignations of members of various committees were accepted, and the remaining members were authorized to fill vacancies.

The following new committees were appointed:—

Finance—W. G. Kendall, chairman; S. A. Merrill, H. E. Ducker, and J. T. Williams.

Storage—Charles S. Howard, chairman; E. R. Benson and W. S. Atwell.

Photograph of the Wheelmen—W. B. Everett.

League Programme—H. E. Ducker, chairman; A. E. Pattison and L. Barta.

Hall for business meetings—Charles S. Howard, chairman; Abbot Bassett and A. D. Salkeld.

The reception committee was authorized to increase the number of its members to forty-five. An invitation from the Massachusetts Club to hold the officers' meeting of the League in the house of that club was accepted. Sanford Lawton was made the custodian of all moneys which may be raised for carrying out the Meet, and the meeting adjourned, to meet at the same place, 27 March.

Team Road Racing.

THE preliminary organization of an

association with the object of promoting team road races between the clubs in and around New York, was effected last Saturday night. Delegates from seventeen clubs were present.

The association will be known by some such title as the "Inter-club Bicycle Team Road-Racing Association." A constitution and by-laws were briefly discussed, and referred to a committee, who will report at another meeting.

The principal object of the association is to promote road racing. It is proposed to have the usual officers, and an executive committee composed of two representatives from each club in the association. A handsome cup is to be bought, and if won by any club three times, to become the property of the club so winning. Races to be held on Decoration Day and election day, teams of four competing. If too large a number of clubs enter, preliminary contests are to be held in each division (New York, Brooklyn, and New Jersey), the first and second clubs in these contests to ride in the final. A medal is to be given to the first and second man in the race, and also to each member of the winning team. Some of these points may be modified by the association before it adopts the constitution and by-laws.

Springfield on the Amateur Question.

THE battle that has been joined by the Racing Board of the League of American wheelmen will, without doubt, settle the vexed position of the "makers' amateurs," a result everywhere hoped for. However, as it has been joined thus early, it is impossible to tell just where the position of the Springfield Bicycle Club will be when the great tournament comes around. The status of the men on whom rests now the so-called stigma of "makers' amateurs" will be decided in some way before that time. Should it be to rule them off the track, the people whose attendance supports the tournament may demand some way, by special classification perhaps, by which they can see the racing, square and honest as always, between the favorite flyers. Henry E. Ducker finds that a conflict of opinion is likely between the racing board of which he is a member, and the club of which he is president. Not being a halter between two opinions, nor on the fence, he has sent in his resignation from the racing board, and will stick where his first interests lie. He backs up his position by saying that the money interest in racing, that is, in tracks, in racing wheels, and in manufacturers' plants, are too great to be dealt a severe blow such as he thinks this may be. Mr. Bassett, on the other hand, thinks his position supported by both the dealers and the wheelmen at large. — *Republican*.

THE Boston Club will hold a tricycle road race during the League Meet.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Let us Know.

Editor Bicycling World:—Regarding the patent litigation mentioned in your last two issues, I think I speak for many riders, when I say I am glad to see the matter discussed, and shall watch the developments of the case with much interest.

Viewed from a standpoint of the riders' interest, it would certainly seem right that such patented devices as tend to the promotion of cycle building should be protected. On the other hand, if the rider, by purchasing his machine, must assist in supporting a monopoly based upon imaginary claims to novel devices, then the sooner we are released from this thralldom, the better.

I am in hopes to see the crucial test of judicial scrutiny applied to all patented claims on cycles, to the end that the worthless shall perish, and that those worthy to live shall have their standing recognized.

Can we not hear from some of your old contributors on this subject?

INVESTIGATOR.

BROCKTON, MASS., 12 March, 1886.

Handle Grips.

Editor Bicycling World:—An article on Handle Grips in your issue of 26 February has led me to write you in the hope that some brother wheelman may be benefited by what I have to say.

In this article (quoted from the *Cyclist*), Mr. Sturme, after criticising both the shape and the position of the ordinary handle, goes on to say: "What is wanted to secure perfect comfort for the arms in a handle, is that the hand and arm should be placed in a natural position. . . . The T handle does this, and so does what is termed the 'spade' handle. . . . It will be easily seen from this, that the shape of the grip, as well as its position, is wrong: for if placed in the way described, the bulbous end would be terribly uncomfortable. What, therefore, is wanted in the shape is a large oval, tapering slightly from the centre to the ends." He goes on to say that, to secure perfect comfort, such a handle should be placed neither exactly horizontal nor exactly perpendicular, but at a slight angle from the horizontal.

Now I wish to call the attention of my comrades to the fact that the above requirements are more than met by the handles commonly placed on the Buffalo Home Trainer. These are T handles of oval shape; and moreover they are held on the bar "friction tight," so that they may be placed at any angle to suit the rider, and will stay where they are left. They may be fastened immovably, however, if desired; and being made of soft

rubber, will protect the bars from injury in case of a fall. Some improvements have recently been made in the shape of these handles (which are patented), and they can be made of hard rubber instead of soft, if preferred. L. A. W. 1611.

BUFFALO, 4 March.

Touring.

Editor Bicycling World:—Can any one inform me of a pleasant route to take for a tour of one or two weeks?

QUAD.

BOSTON, 5 March, 1886.

Racing Men.

Editor Bicycling World:—I hope that what agitation there has been of the idea of sending one or more of our amateur racing men to represent America at the annual races in England during the coming season, will not end in talk, and would suggest that the WORLD, as the leading cycling paper of the country, start a fund for that purpose. I would gladly chip in my little dollar toward such a fund, and have no doubt that most of the members of the Boston and Massachusetts clubs would do the same, so that the fund would be well started before going out of the State.

As to what man or men it would be best to send, I would suggest that each subscriber send the name of the man whom he thinks would best represent the country, the one receiving the most votes to be selected.

Personally I would like to see Rowe and Weber, Kluge, or some other good Star man selected, and would willingly double my subscription if two men were to be sent. Very truly,

W. G. KENDALL.

BOSTON, 9 March, 1886.

Close Build.

Editor Bicycling World:—In reply to G. R. J.'s query in your issue of 19 Feb., I wish to enlighten him on the subject of the difference between the Expert Columbia and Victor bicycles. In the first place, I have measured one of each of the latest patterns, and have found that they are nearly alike as regards to measurement in the spaces between wheel and forks, and if anything there is a trifle more space in the Expert than in the Victor. Secondly, I have ridden the Expert over 7,000 miles on all kinds of roads and in all kinds of weather, and I have never been troubled in the way he speaks of—that is, the clogging up and preventing running easily—and a great deal of this riding I have done on the hills in Vermont, where I found many clay roads, and rode on them after a rainy night many times. I found that the mud stuck to the tire; but with all that, I never had any difficulty with the machine clogging up in any way, shape, or manner. A. O. LEMERIS.

CURRENTS CALAMO

What Breaks a Man up.

It is not this slogging on cycles
That tires a man almost to death,
But it's bringing up coals from the cellar
That fritters away his last breath.

It is not this scorching for "record"
On the Land's-End to John-o'-Groat's track;
But it's shifting the carpets and boxes
That lays him a corpse on his back.

It is not this pot-hunting labor
That will knock a man all of a heap;
But it's chopping up wood in the morning
That will give him a grave long and deep.

It's not the most fearful of croppers,
Which are common when striving for "fust";
But it's prowling at midnight for burglars
That brings us, poor fleshings, to dust.

It's not the debauch of the "Smoker"
That makes many give up the strife;
But it's walking the floor with the baby
Deprives a poor fellow of life.

Wheeling.

CHIEF CONSUL DUCKER has appointed John Amee consul for Cambridge. He has designated Dean's Hotel, Fall River, as a League hotel; rates to members, \$1.50 per diem.

MASSACHUSETTS renewals and memberships, for the week ending 1 March, numbered 126. For the whole League, there were 214 new members and 568 renewals, — a total of 782 for the week.

A MEETING of the reception committee of the League Meet was called by the temporary chairman, A. A. Pope, on Wednesday evening, 10 March. There were present out of twenty-five, E. G. Whitney, J. S. Dean, A. L. Atkins, W. E. Wentworth, and W. W. Stall, five in all. Mr. Atkins called the meeting to order, and was elected chairman *pro tem*. W. W. Stall was elected secretary *pro tem*. As every attempt to obtain a good attendance or to transact any business had failed, it was resolved that, owing to the failure of committee meetings to result in any practical benefit, the entire charge of the work of the committee be placed in the hands of a permanent chairman, with authority to arrange matters as in his opinion will best carry out the work of the committee. E. G. Whitney, 106 Dartmouth street, Boston, was elected permanent chairman, with instructions to add to the committee *ad lib*. Adjourned, subject to the call of the chairman.

DR. W. G. KENDALL, the distinguished bicyclist of the Boston Bicycle Club and the Massachusetts League, and who has dental rooms in Jones' Block in this town, comes from his home in Milton when the weather will permit, on his elegant bicycle, but recently has been riding a tricycle, which is capable of carrying two persons, with motive power for both.

The Doctor, we learn, has ordered, or is about to order, a new tricycle from England, which he hopes will "take the cake" among all the machines with which he is acquainted. The Doctor is an experienced bicyclist, and if any one enjoys bicycling, he does. The Doctor takes great interest in all the new machines. — *Randolph Exchange*.

THE Boston show will include exhibits of cameras and sporting goods.

A DELAWARE wheelman rode fifteen miles to see his girl. A year after marriage he may refuse to go down to the grocery, two hundred yards distant, to buy a mackerel for supper.

It is a deplorable fact that, among the candidates for the Mott Haven team, there is not one man trying for the bicycle race. Last year there was but one representative in the race at Mott Haven, and he was badly handicapped by having no men to train with. A man must have men to compete with when training for this race in order to be successful. Riding against time and riding a winning race against six or eight men, are two different things. There are several men now in college who could do well in bicycle racing if they should try. It is barely possible that, unless some new men come forward, Harvard will have no representative in this event at Mott Haven. — *Harvard Daily Crimson*.

BORROWING a boy and a girl from the Wurtemberg troupe of acrobats, who were performing in the Aquarium, and neither of whom had, until the previous day, ever been on a bicycle, Kaufman rode about on his ordinary high bicycle with the boy climbing all over him, and eventually standing on his (the boy's) head from the centre of the handle-bars. Then the girl clambered up also, and the cyclist carried each child sitting on the handle-bar. Then the youngsters stood down on the pedals, and worked each of them a treadle, hanging from the handle-bars by their hands, whilst Kaufman steered. Then they hung head downwards from the handle-bars, which they clung to with their legs, and worked the pedals with their hands, whilst the adult cyclist steered. This closed Kaufman's second show. — *Cyclist*.

MR. J. L. MACADAM writes a complaining letter to the Irish *Cyclist* concerning the way in which he has been libelled in the matter of roads, and winds up by saying: "I have one request which I trust you will oblige me by conveying to those who possess authority in the matter of roads. It is, that they will either cease to misuse my name, or else begin to use my system."

PELLANT's "Cycle Watch-Holder" is an ingenious little arrangement, very neatly made in metal, for holding a watch on the handle-bar of a bicycle. It consists of a small plate, having two fixed recurved hooks at one side, and two corresponding hooks which slide back and

A CHICAGO BOY ON A CHICAGO WHEEL.

Albert Schock, on the first American Champion shipped, defeated William Woodside on a racing machine by nearly one hundred miles, and won the world's long-distance record, at Minneapolis last week.

forth, and are actuated by a strongish spring; by simply pushing up the top hooks the watch can be put in, and is held quite firmly.

COL WITHERSPOON used to be very rich, but of late he has met with financial reverses. He has even been compelled to sell his riding horse. His old servant nevertheless remains faithful. The Colonel uses a bicycle. When he returns home on his bicycle, the faithful servant walks it up and down in the yard for ten or fifteen minutes to cool it off before putting it in the stable. — *Texas Siftings*.

A LETTER has been received by the chairman of the Racing Board, from Robert Todd, Esq., honorary secretary of the N. C. U., relative to the proposed international one-mile amateur bicycle race on the Hampden Park track, this season. Mr. Todd writes that he has discussed the project with the executive committee, and while they of course cannot bind themselves in any way as yet, they are, however, favorably disposed to the project, and will probably endorse the matured plans if arranged to their satisfaction.

A GOOD opportunity is offered by Messrs. Stoddard, Lovering & Co., Boston, Mass., to any one who wishes to purchase a second-hand bicycle or shop-worn tricycle at a low figure. Write for list.

To those interested in developing the bicycle business, we would recommend them to send stamp for a copy of the Agents' Guide, to Messrs. Stoddard, Lovering & Co., Boston, Mass.

WE think Massachusetts wheelmen should consider the qualifications of Mr. C. S. Howard in voting for League representatives. Beyond his capacity is the fact that he always goes to the meetings of the board of officers, and being there it would be well for him to have a vote. We hope to see him on the Board the coming year.

MR. F. H. JOHNSON, who is nominated on some of the tickets put out by the Massachusetts clubs for representatives, is no longer a resident of Brockton. He is and has been at Saratoga, N. Y., for a long while.

Wanderers' Race Meet.

THE first race meeting of the Orange Wanderers was held at the Park Rink, Orange, N. J., on Monday, with an audience of about 1,800 present.

The first event was the very excellent drill of the Hudson County Wheelmen, which was received with great favor. Then followed the one mile bicycle for club members, won by Mr. Johnson. After an exhibition of skill by one of the Gilfort Brothers, two games of polo were played by teams of two each on Star bicycles. Thomas R. Finley followed with his fancy riding on the Star, which was fully appreciated. The mile open was run in heats. In the final, Gates, of Plainfield, was first, and Lawrence, of Orange, second.

Dr. Johnson and Mr. Ehrlick, of Jersey City, gave their comic and laughable farce, "Pat and his Friend." The Gilfort Brothers gave their popular gladiatorial acts, and Leopyld did his remarkable riding on one wheel, jumping rope on the wheel, and the like. After the one-mile safety, won by W. A. Belcher, and a mile skating race, the "Trick Male Bicycle" was brought out, but was no ridden far by any one.

Leominster Ball

THE concert and ball held by the Leominster Bicycle Club, on 4 March, proved a grand success financially as well as from a social point, the club clearing \$108 over and above all expenses.

The ball was, without doubt, the most elegant affair that has taken place in

town for a number of years, and the boys have been the recipients of many compliments on their first effort.

The hall was tastefully decorated with flags, bunting, etc. Large plants lent a decidedly tropical appearance to the stage. Six bicycles were suspended between the windows, — three on each side. Suspended from the chandelier in the centre of the hall, was a L. A. W. badge made from the rear wheel of a bicycle, with the letters, wings, and rim gilded, and the club colors of blue and white tied on.

Following are the names of some of the visiting wheelmen: —

A. D. Peck, Jr., captain Massachusetts Bicycle Club; E. G. Whitney, E. T. Wheeler, and A. L. Flocken, of Boston; Lewis T. Frye and A. P. Curtis, of Marlboro'; George W. Wilson and P. C. Rice, of Fitchburg.

Our visitors left the impression that they had enjoyed themselves, and we trust that they did.

RACING NEWS

MINNEAPOLIS, MINN., 13 March. — The six days seventy-two-hour bicycle race closed at 10.30 o'clock, Saturday evening last. Albert Schock, from Chicago, defeated Wm. Woodside. Schock finished the race apparently as fresh as when he began, while Woodside was stiff and lame and badly used up. Woodside led for the first three days, but on the fourth day Schock passed him, and has steadily gained ever since. The score was as follows: —

	Woodside. Miles.	Schock. Miles.
Fist day.....	181	172
Second day.....	172	169
Third day.....	165	172
Fourth day.....	158	166
Fifth and sixth day....	259	330

AT MINNEAPOLIS LAST WEEK,

1,009 miles and three laps in six days, of twelve hours each, the world's long-distance record, by Albert Schock, on the first American Champion shipped; Woodside, on a racer, nearly one hundred miles behind.

Schock's score for the seventy-two hours was 1009 miles and three laps, and Woodside's 935 miles. Woodside made a plucky race. He did some magnificent riding, and nothing short of the phenomenal endurance of the German could have defeated him. The world's record was made by F. J. Lees at Middlesboro', England, 2 Oct. 1885. The distance covered was 1007 miles, 1232 yards. Schock had every inducement to spur him on. The manufacturers of the Champion bicycles offered him a purse of \$500 if he broke the world's record. The friends of the cyclists in Minneapolis subscribed over \$600 for him. Schock is twenty-nine years old, five feet six inches in height, and of rather slender build.

MLE. ARMAINDO and John W. Snyder were opponents in a gate money bicycle race, 100 miles, at the skating rink in Fairbault, Minn., 5 March. The track was stated to measure 17 laps to the mile, and the lady rider won in 9h. 10m. Snyder, who had to twice leave the track temporarily, owing to an attack of rheumatism, covered 99 miles 3 laps.

THE second five-mile bicycle race between Phillip Hammel, of Chicago, and Grant Bell, of St. Paul, Minn., took place at the Washington Rink, in the latter city, on 2 March. The race was exciting and hotly contested throughout, Hammel winning by ten lengths in 16 min. 12½ sec. The time by miles is as follows:—

	Miles.	Min.	Sec.
Bell.....	1	3	17½
Bell.....	2	6	29½
Hammel.....	3	9	44½
Bell.....	4	13	3½
Hammel.....	5	16	12½

THE Hartford wheelmen are busy pedalling on the home tracks, and are making some excellent records. Last week, George C. Dresser made a quarter in 22 sec., half in 46½ sec., three quarters in 1

min. 9½ sec., and the mile in 1 min. 34 sec.

BROOKLYN, L. I. — Their annual races of the Ilderan Club were held 3 March, at the Fifth Avenue Rink. *One Mile, Novices*—H. H. Farr, 3 min. 17½ sec.; A. E. Letson, 2; L. L. Hayes, 0; H. C. Mettler, 0. *Two Miles, Open*—H. H. Farr, Ilderan B. C., 7 min. 45 sec.; C. E. Kluge, Hudson Co. Wheelmen, 2, lost a tire. *Two Miles, Club*—L. L. Hayes 6 min. 28½ sec.; H. H. Farr, 2. *One Mile, Tricycle*—C. E. Kluge, H. C. W., 4 min. 34 sec.; A. Smith, 2. *Three-Mile Handicap*—L. L. Hayes, Ilderan B. C., 8 min. 59½ sec.; A. Smith, Ilderan B. C., 2. *Polo Game, on Star Machine*—C. E. Kluge, H. C. W., beat E. M. Smith, H. C. W., the tire of whose wheel came off. Parade and drill by Hudson County Wheelmen.

The fifty-mile road race of the Bay City Wheelmen, San Francisco, Cal., was won by F. D. Elwell, on a fifty-six Rudge Light Roadster. The time was three hours and thirty-one minutes exactly. The road was reported very rough in some places. The riders had to ford a stream, climb over two fences with their machines, besides crossing a trestle bridge.

HOWELL challenges Wood—through the London *Sporting Life*—in the following manner: "In answer to Wood, the self-styled champion, I wish to say that he does not hold the mile record, as I have beat his record in public by four seconds, and as Wood held the watch himself, he knows the record as a *bond fide* one. I enclose you £5 to bind a match with Wood, according to his letter, viz. to run as soon as the season commences—that will be Easter week; so if Wood means business, he will oblige by at once covering my deposit, and sending articles to me, when the match will at once be ratified."

WHEEL CLUB DOINGS

BINGHAMTON, N. Y. — The parlors of the Binghamton Bicycle Club Tuesday evening, 9 March, presented a brilliant appearance, it being the occasion of the annual election of officers for the ensuing year. The interest shown in this popular and growing organization was manifested by the large attendance of members, and by the enthusiasm displayed, and it will be safe to predict that the coming season will be an eventful one for the Binghamton Bicycle Club. The election resulted as follows: President, M. C. Craver; vice-president, A. S. Bump; secretary, M. J. Corbett; treasurer, W. F. Sherwood; captain, Gerry Jones; lieutenant, C. M. Bloomer; bugler, L. J. Kingsley; color bearer, J. B. Rogers. After the election the club repaired to the spacious dining-room of Patterson Brothers' Globe Hotel, where an elegant supper was spread. The room was artistically decorated with flowers wrought into appropriate designs. Later in the evening the toastmaster of the occasion, Robert A. Stone, called the guests to order, and in a few happily delivered remarks called for the following toasts, which were responded to in their order:—

"Our Club".....Charles E. Titchener
The banner club of the State,
The pride of our city.
"Our retiring Officers".....F. J. Bayless
We have them on the list,
And we're sure they will be missed.
"The League of American Wheelmen".....Gerry Jones
Men of affection, strong and true,
Men of strength and honor, too.
"The Ladies".....C. M. Bloomer
The wheelman's sun, moon, and stars are
concentrated here.
"Our City".....William H. Stone
There is not in the wide world a valley so sweet,
As that vale in whose bosom the bright waters meet.
"Our Star".....George H. Ford
The "star" of night and day,
The steed that eats no hay.
"Our Dude".....W. S. Kilmer
There are relics of joy (?)
Even fate cannot destroy.

Other toasts were responded to by W.

THE AMERICAN CHAMPION IS A

Roadster, but it holds the world's long-distance record, won by Albert Schock, at Minneapolis last week, Woodside, on a racer, nearly one hundred miles behind.

F. Sherwood, M. C. Craver, E. J. Severnson, W. H. Hecox, Jr., W. C. Bates, L. J. Kingsley, Charles Craver, J. B. Rogers, A. M. Durkee, A. S. Bump, and others.

ST. LOUIS. — Below please find list of the officers elect of the Missouri Bicycle Club for the ensuing year, viz. President, Louis Chauvenet; vice-president, D. A. P. Cooke; secretary, Edward Sells; treasurer, George F. Baker; captain, W. M. Brewster; first lieutenant, J. A. Lewis; second lieutenant, J. Otto Hunicke; color bearer, E. F. Woestman; bugler, J. H. Williamson.

SCRANTON, PENN. — At the annual meeting of the Scranton Club, the following officers were chosen for the ensuing year: President, George A. Jessup; vice-president, George B. Jermyn; secretary, John J. Van Nort; treasurer, Frank D. Watts; club counsel, George Sanderson, Jr.; captain, A. J. Kolp; first lieutenant, B. P. Connolly; second lieutenant, Frank B. Ward; color bearer, Harry P. Simpson; first bugler, C. C. Conklin; second bugler, Harry Fillmore; executive committee, George Sanderson, Jr., Fred. C. Hand, A. J. Kolp; rooms committee, George B. Jermyn, F. L. Phillips, Frank B. Ward.

The treasurer, F. D. Watts, presented a very concise report for the past year, showing the treasury in a healthy condition, and that the club's money transactions had amounted to nearly twenty-five hundred dollars during the year.

The secretary, John J. Van Nort, presented a very interesting report, showing the growth of the club and reviewing some of the achievements.

ROSELLE, N. Y. — At a recent meeting of the Roselle Ramblers, the following officers were elected for the ensuing year: President, H. R. Benedict; secretary and treasurer, J. S. Warner; captain, R. L. Stewart; lieutenant, T. H. Burnet; color bearer, J. I. Howe,

Jr.; executive committee, president, secretary, and C. H. Jouett.

THE Florence, Mass., Cycle Club's annual election of officers was held Tuesday-evening, 9 March, and following officers were elected for ensuing year: President, A. G. Hill; vice-president, O. M. Smith; secretary and treasurer, W. H. Wyman; directors, C. J. Brown and W. Twigg; captain, A. E. Friedrich; first lieutenant, H. Haven; second lieutenant, W. Howard. The report of secretary and treasurer for the past year was favorably received, and club was shown to be in a prosperous condition. Another dance is to be had 2 April, 1886.

NEWTON. — At a meeting of the Newton Bicycle Club, held 9 March, 1886, the following officers were elected for the ensuing year: President, James C. Elms, Jr.; secretary, J. H. Aubin; treasurer, H. L. Wilson; captain, P. L. Aubin; first lieutenant, E. H. Ellison; second lieutenant, C. F. Haven. Club committee, the president, secretary, treasurer, captain, and Freelon Morris and W. W. Stall. The present membership of the club is forty-nine active members, and four associate members.

PAWTUCKET. — At the annual meeting of this club, held 2 March, the following officers were elected for the year ensuing: Dr. J. A. Chase (C. C. for R. I.

L. A. W.), president; H. L. Spencer, vice-president; George C. Newell, secretary and treasurer; A. H. Littlefield, Jr., captain; R. A. Wilbur, sub-captain; A. B. Mann, guide; George M. Starkweather, bugler; president, secretary, and captain, *ex-officio*, B. W. Gardner and E. W. Blodgett, comprise the club committee. The club adopted the League uniform, and at the close of the meeting the second annual supper was served.

THE Leominster Bicycle Club elected four associate and one active member at its last meeting. The associate mem-

bership of thirty is now full, and only active members will be admitted in the future. The club netted \$100 by its annual entertainment and ball.

THE Westfield wheelmen have possession of the entire floor in Parker's building, and are having the rooms fitted up in handsome shape. The first reception of the organization will be given the 26th, and is intended to be a swell affair. Now that nearly all the young business and professional men in the town are members, and the roll foots up over ninety, it has been voted to limit the membership to one hundred. After it reaches that point, no one will be admitted unless a vacancy occurs by death, resignation, or suspension.

THE Wakefield Bicycle Club has secured a suite of rooms nicely finished and furnished, including reception, billiard, reading, and bath-rooms. The club will keep open house on Saturday evening, 20 March, for gentlemen friends, and arrangements are now being perfected for a "ladies' night."

THE Hyde Park Ramblers have joined the League. They will take their first run on Fast day. The officers are: H. S. Peare, captain; A. Sampson, first lieutenant; C. B. Bird, secretary.

THE Nonantum Cycling Club held its annual dinner at the United States Hotel Friday evening. Toasts were responded to by Capt. Williams and Messrs. Glines, Fisher, and Lewis. Speeches were made by other members, and an amusing recitation was given by Mr. Bryant. Music on the harmonica was furnished by Mr. Needham, the bugler of the club. The announcement was made that Messrs. Burnham and Huntley, two active members of the club, had been suspended from membership in the L. A. W., with their ultimate expulsion in view.

The questions thus presented were discussed in an informal manner, and the sentiment of those present was evidently

strongly in favor of withdrawing the application of the club (which is now pending) for admittance to the League.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

Dues for the first year, \$1.00 in advance; annual dues after first year seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: W. B. Martin, 130 Central Way, Cleveland, Ohio; W. C. Stone, 150 Water street, Cleveland, Ohio; W. H. Burnham, York, Pa.; Richard Nelson, 87 Gold street, New York, N. Y.; Miss Corinne Widleton, 71 West 46th street, New York, N. Y.; Fred. Sondern, 350 West 83d street, New York, N. Y.; M. F. Germond, 625 East 139th street, New York, N. Y.; N. Malon Beckwith, 21 West 37th street, New York, N. Y.; J. H. Livingston, Bennington, Vt.; S.W. Kirkland, Brattleboro', Vt.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

TRICYCLE FOR SALE. — A Ranelagh Club in good repair; been used but little; will be sold low. Address E. G. WHITNEY, 106 Dartmouth street, Boston.

FOR SALE. — No. 9 Quadrant (side steerer) tricycle for sale, 40-inch rear wheels; has been very little used; price, \$150 cash. EDWIN BROWN, Worcester, Mass.

FOR SALE. — Bicycle; 54-inch Expert, full nickelled, ball-bearings to everything; large King of the Road lamp; adjustable saddle, nickel, in fine condition; tires hardly scratched. H. L. BRADLEY, 46 Wall street, New York City.

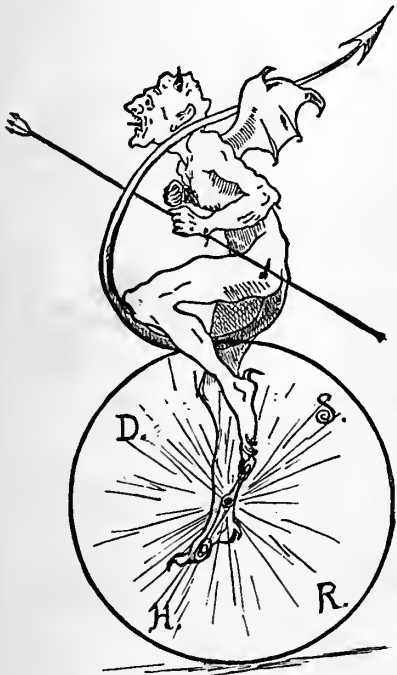
BARGAINS. — A new 54-inch full nickelled Expert, D 85 pattern, never been used; price \$115; also a 52-inch Expert, half nickelled, used but little, in perfect condition; price, \$90. Address, C. E. TITCHENER, Binghamton, N. Y.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, \$70; one Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE. — One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE. — Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

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"James" is all right, the Rover is good and safe, and Humber, Rudge and Columbia hold all the records; but if you really want a **GOOD, COMFORTABLE, SERVICEABLE** and **LIGHT** all-round roadster Bicycle or Tricycle, see that you get an

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With full inch Soft Rubber tires, and the D. S. H. Rim, or have these rims fitted to your old machine. The only Agent for them in America is

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Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables from \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

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A Correction.

WE are informed that a report is being industriously circulated to the effect that the Victor will not be on the market this spring.

The Victor, '86 model, better than ever, will be ready for the riding season, and the effect of all this effort to deceive riders, proves the great fear of competition with the Victor.

Time will show that these reports are simply false, and have only been circulated for the purpose of deceiving intending purchasers of our wheels.

The right prevails in the end, and no amount of false impressions will induce riders to buy an inferior bicycle when they can get a bicycle like the '86 Victor.

\$73,000 of attachments brought on straw patents will not drive us from the field. We have come to stay.

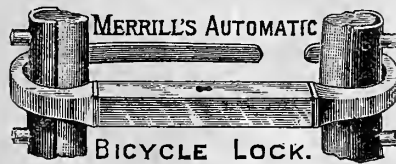
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My Sans Light Roadster is as near perfection as a wheel can be.

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My 55-inch Sans Light Roadster suits me exactly. My weight is one hundred and seventy-five pounds. I am highly pleased.

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The 56-inch American Roadster has proved perfectly satisfactory, and is really more than you represent it to be.

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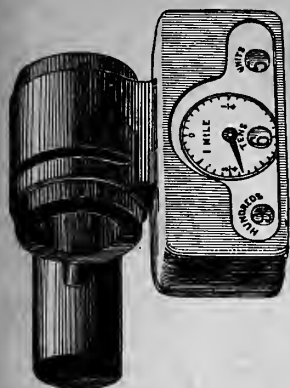
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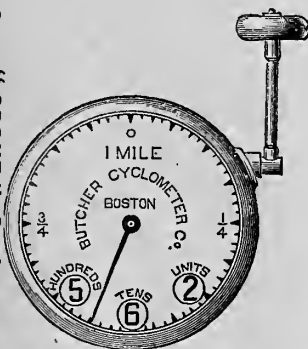
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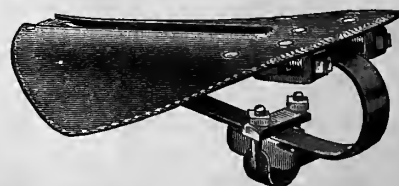
THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED ITS CORRESPONDENCE LARGE AND VARIOUS. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

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To the Considerate Readers of the Bicycling World

We have endeavored to carry on a bicycle and tricycle business for the past eight or nine years, by business methods, to advertise our own business, and not to disparage others. We have neither called names nor appealed for sympathy, nor cried "stop thief," with stolen goods in our hands. We have left to the courts the things of the courts, and to the press the things of the press. Nor do we intend to deviate from this course now; but in view of some recent peculiar advertising and attempts to create by one-sided and erroneous statements a feeling against us which seems to us entirely undeserved, we digress from our usual course of advertising this once, to submit a few of the plain facts as to our relations to the corporation with which we are in litigation.

In 1883, when we were the only makers of tricycles in this country, we entered into a contract of license with that company, which it did not keep. It was then just organized, and was making a few tricycles.

In 1884, that company, having used the cover of that license to establish a business and to make a considerable number of machines to put upon the market, terminated its license, and proceeded to infringe the patents it had been licensed under, by making and selling tricycles containing devices by law secured to us in the Buzzell, Hanlon, W. Hanlon, Serrell, Pickering, Whitehead, and Peters patents; and by selling bicycle pedals infringing the Pickering and Peters patents.

We brought a suit against that company in our State court for breach of the contract; another suit in the United States Court for infringements in the tricycles; and another for infringements in the pedals. These were all equity suits, and are all still pending.

In the winter of 1884 and 1885, that company prepared to still further infringe, by making and selling bicycles; and we prepared to move for an injunction in the second suit above named, and to bring another on the bicycles. Then that company sought, and made another agreement in writing with us, which it did not keep. After nearly six months of waiting and effort to carry out that agreement, met only by neglect and refusal, we withdrew from that agreement, and began another suit in equity against the actual makers of that company's bicycles, for infringement of our W. Hanlon, Serrell, Pickering, Peters, Work, Wallace, and Veeder patents; and that suit is still pending.

Then that company set up the agreement it had broken, and we had withdrawn from, in a suit against us

in Connecticut, which, after a decision adverse to them, they abandoned last January.

This year, being freed from the cloud of that agreement, and suit to enforce it, we have proceeded with all diligence in the suits, and have brought eight other actions at law against that company, and the actual makers of its machines, for infringements of our Johnson, Shire, Moran, Work, Veeder, Latta, and Kirkpatrick patents; placing attachments on their property of the two concerns, to the amount of \$73,000, which, upon a contest as to the amount, the Court decided to be not unreasonable, and refused to reduce; and the defendants have not, so far, been ready to give proper bonds to release them. Thus, for divers infringements and breaches of contracts, we have twelve suits pending against that company, which are in the hands of the Court.

Retaliating, that company brought, a year and a half ago, a suit against us for \$205, for merchandise (which, as they owed us several thousands, we declined to pay), and another suit on the Hughes bearing patent, for which the English courts have decided the claim invalid; and more recently, another suit on a pedal patent, for a feature which we had used six years before the patent issued; and these three suits are pending against us. These are the only suits ever brought against us for infringement, and we believe that our reputation for never using any one's else invention, without purchase or license, is and will be well sustained by the facts and the best judgments.

Now, in this litigation, we are pursuing our legal rights honorably in the courts, and are ready to abide the decisions that may be rendered from time to time in each case. No one hearing or decision will decide the whole. We may not always be successful, but we are acting in good faith and upon a solid and well-fortified belief. We intend to assert and maintain our rights under those patents, wherever and whenever it may be necessary, according to law and the practice and decisions of the courts.

In the mean time we invite only candor and fairness of consideration for ourselves and our numerous licensees in the business, whose interests we are endeavoring to protect as well as our own; we shall continue the even tenor of our business way, and, as heretofore, endeavor to treat all justly; welcome all honorable competition; and be willing to share the results of our best efforts with others, for a fair consideration.

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
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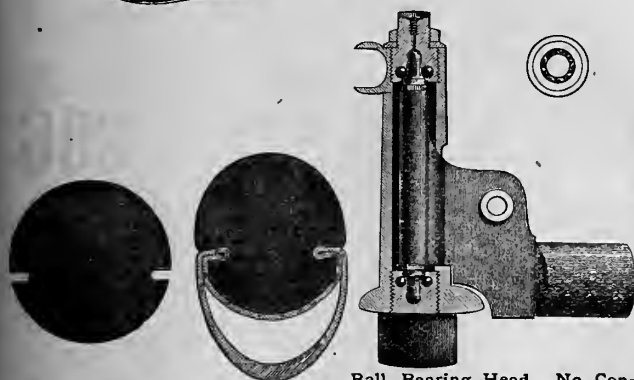
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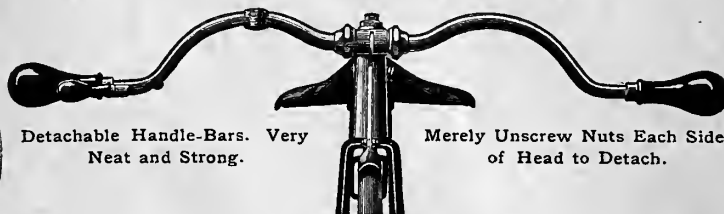
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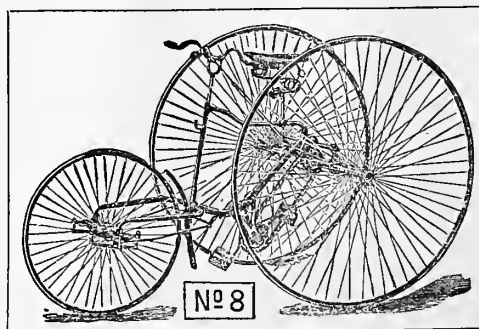
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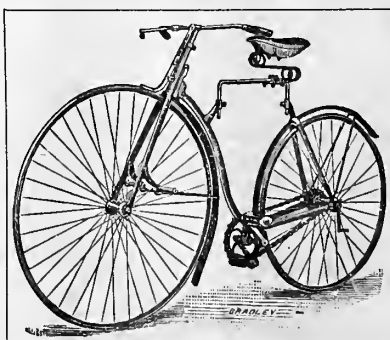
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All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 26 MARCH, 1886.

Professionalism in Athletics.

DR. DUDLEY A. SARGENT, director of the Harvard College gymnasium, delivered a lecture at Union Hall, on "Professionalism in Modern Athletics." After speaking briefly on the value and necessity of athletic exercises, he spoke of the amateur organizations which begin on a small scale, but gradually grow, and, as they increase, devote so much time to their respective sports that they finally have no other business and become professionals.

"Athletics," he went on, "were once indulged in for social and physical ends, while they are now the ends themselves, and everything else is made subservient. The increase of professionalism marks the beginning of the decadence of athletics. In England, boxing and rowing are not what they have been, and even cricket is beginning to lose its hold. Here in the United States fancy gymnastics are things of the past, and though I may be

laughed at for saying it, boxing, rowing, and base ball have passed their zenith. The interest manifested is not a healthy one, and sooner or later the evil will sweep away the good. The natural tendency of all sports is towards professionalism, and we must regard it as the evil of all evils.

"I mean no reflection upon any individual, as character makes the man, but the nature of sports is against them. A professional athlete in success is praised and paraded before the world until he overestimates his ability, becomes vain-glorious and haughty. In the hour of defeat, he misses the praise to which he has become accustomed, and finds that he was lauded only as an athlete, not as a man. He must then win at any cost, and here we have the origin of trickery, jockeying, and crooked scheming of every description. Fair play and no favor, or let the best man win, is no longer recognized in sports. Soon men become interested in athletics as a business, and their mercenary motives are fatal as pecuniary considerations, and bribes are offered. The contestants are in the hands of trainers, who in turn are controlled by the gamblers. A contestant loses to win from a pecuniary standpoint. Betting is ruinous to athletics. It biases the judges, it injures the contestants, and excites the people. Men bet to win. They must get 'tips,' as they are called, and the pool-rooms are run with this in view, the telegraph playing an important part in the same.

"Excitement is one of the tendencies of athletics, and managers cater to the tastes of their patrons. With this in view, they fix up the contests. No better example is wanted than the hippodromic sparring and wrestling matches. Crowds are in attendance for excitement, and believe the contests genuine, but the participants have been practised. We are told that we shall have few real fights so long as sham ones are so numerous; but in lending an air of respect to slugging matches with soft gloves, we are educating the tastes of the people to fights with hard gloves, and later with bare knuckles. The sparring of to-day is sadly degenerated, and can only be called slugging.

"One of the greatest aids to professionalism, and the worst feature in this perplexing question, is the space given to sports by the public press. The newspapers are defended by some on the ground that they are controlled by corporations, and the publishing of sporting news is a matter of dollars and cents. What a tremendous amount of harm a newspaper can cause, when it devotes three columns to a fistic encounter, and describes minutely every motion made in a sensational way! While but hundreds attend the encounter and suffer by its influence, thousands reach it through the newspapers. So far have the papers carried this custom, that each one now has its sporting column or department with its sporting edition. They are not

competent, and do not attempt to deal with athletics as sporting papers, and are thus in many cases inaccurate and unreliable. They thus have come out in favor of keeping up and aiding what only tends to bring about crooked dealings in the sporting world, while the regular sporting papers join with the religious press against the influences which are ruining athletics. A great responsibility rests with the press, and it depends largely with the newspapers whether or not we are to see athletics eventually ruined.

"Next to the power of the press is that of influential and prominent men. Particularly is this the case with men of authority in our colleges. It would seem that the action of some of our college faculties was influenced by the success of the athletic organizations in their respective colleges, and that it was worth while to keep up the base ball nine or crew, if by a victory of either, ten or twenty pupils could be added to the college. President Porter, of Yale, has said: 'I have little faith in compulsory athletics. I believe in boating because it is an entirely voluntary sport. It is a good one, and I believe in having a good thing done well. A man cannot row unless he gives his mind to it, and works with a will.' Said President Porter just previous to a Yale race, 'Our boys must win, we expect them to win, and we shall be disappointed if they do not win.'"

Dr. Sargent then quoted from the presidents of Princeton, Brown, and Columbia, to the effect that athletics had been abused, and injurious results had sprung up. What these learned men had said on sports was shown to be but the natural sequence of President Porter's remarks.

The doctor then continued: "When we have a president with faculty and students urging on the athletic organizations of their college almost with the motto: Win, win, win honestly if you can, but win any way; it is time for President Eliot to say: College athletics have gone too far, and we must stop them.

"One of the most perplexing points in the question of reform is the position taken by our young men, and particularly the college students. Healthy rivalry is good, but the danger of college athletics begins with intercollegiate sports, and just here commences the professionalism, which comes so slowly at first that students and faculty do not recognize it. It is estimated that the cost of sustaining athletic organizations at Harvard is \$20,000. This was formerly raised by subscription, but to secure it now the games and contests are arranged on a money-making plan, which the Harvard authorities object to.

"The tendency of the press and the colleges is towards the death of sports. The hearty co-operation of all thinking men should join to resuscitate them. Learned men and college authorities should decide what part athletic sports are to fill in college. The colleges believing in professionalism are having

more of it, while the others are making a temporary sacrifice. Professionalism gains the plaudits of the students for a while, but it continues to throw a blemish upon college athletics."

The Trade in England.

THOSE prophets who prognosticated that the cycle trade in England would narrow down and be monopolized by a few large firms, have had an opportunity to air their opinions of late, no less than three of our best known firms—two manufacturing and one dealing—having converted themselves into limited liability companies. Of these, the largest firm is Rudge & Co., the makers of Rudge bicycles and tricycles, and of Marriott & Cooper's Humber cycle; the other factory firm is Hillman, Herbert & Cooper, makers of the Premier machines, whose capital was all privately subscribed; and the third firm is that of "Goy, the universal cycling, athletic, and shipping outfitter," whose style and title now becomes "Goy, limited," and whose capital is offered for public subscription. There are rumors of other firms becoming "limited," but I do not regard this as indicating that the trade in England is concentrating itself into fewer hands; on the contrary, there are now a great many bicycle and tricycle makers in a very small way of business in the country, whose wares in many cases enjoy a very high reputation for quality, and as the trade increases year by year with the growth of sport, so, I opine, will it expand and become generalized all over England, instead of being solely centralized at Coventry; the reason being that when a workman becomes unusually expert at his trade, however good his wages may be as a subordinate, he acquires a spirit of independence, and prefers to start in business on his own account in a very small way, rather than remain under surveillance in a large factory. Others, again, are men who invent and patent peculiar forms of machines, and start manufacturing on their own account with limited capital, gradually building up a small but sound business by dint of using good materials and employing skilful workmen. Thus, in London, we have such firms as Trigwell, Watson & Co., Pausey, Dearlove, Ashton Bros., Brocas, Humber, Markham, Rucker, Stassen, and a horde of other makers; and in the provinces some makers enjoy quite an enviable celebrity; Robinson & Price almost monopolizing the trade in Liverpool, Albone making some sound machines in one of the smallest factories on earth at Biggleswade, as well as Clarke at Derby, Gibbons at Wolverhampton, Devey (for cheap machines) also at Wolverhampton, Ash at Southsea, Hickling at Maidenhead, Morris Bros. at Cardiff, the North of England Company at Newcastle-upon-Tyne, and countless other makers on a small scale, whose names are seldom or never seen in print. Even the "Indispensable" handbooks fre-

quently miss mentioning some of these little-known makers; but nevertheless the men are there, and in their own localities at least,—and in some cases all over the kingdom,—they are credited with turning out cycles fit to compete with the best made by any of the huge Coventry firms.

This month I have four novelties in tandem bicycles to describe, three of which were exhibited at the recent Stanley show, and the fourth was invented by myself some months ago, and thrown together in a few hours out of what materials were ready to hand. Rucker's tandem bicycle may be regarded as practically obsolete; the tandem of the period must be a dwarf-gear machine, and a compact one at that,—not two dwarf-gear wheels connected by a Rucker bar.

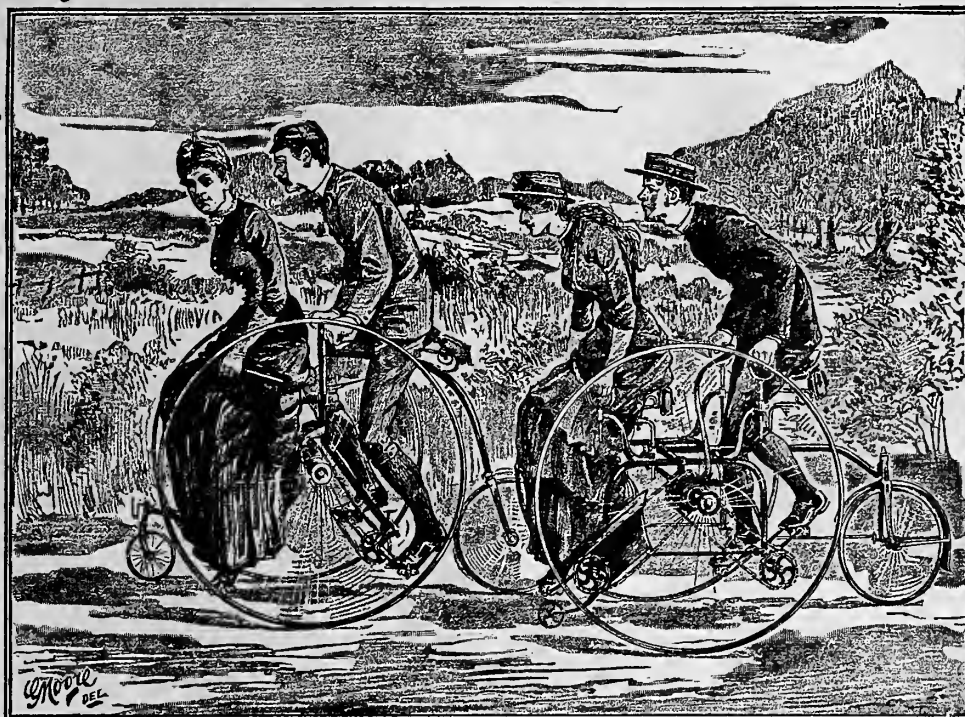
Priority must be given to Rucker's invention, now put on the market by Humber & Co., for whom Rucker is the London manager. This was first exhibited at the Stanley and Speedwell shows in 1885, when it took the form of a Rudge safety bicycle, with inverted Y forks to carry pedal cranks, with chain wheels fore and aft, the front rider's saddle being mounted in front of the handle-bar, and a pair of rods being fixed on the handle-bar for him to hold on by. The drawbacks were that this arrangement necessitated the use of four driving chains; and consequently it is now rearranged so that the front gearing is done away with, and long levers or connecting rods carry pedals forward for the front rider to work in connection with the rear cranks, so that there are only two chains. There is, however, still the disadvantage of both riders' weight being carried mainly on the very small driving wheel; and I should fancy that the vibration and jolting on such a machine would be very obnoxious, even if the wheel did not break down under the combined weight of the two riders; but of this I will not speak positively until a little practical experience has either corroborated or removed the impression. At any rate, it is evident that this tandem is not very safe from headers, inasmuch as there is scarcely any preponderance of weight to keep the back wheel down.

Renouf's patent, made by Brocas, is more on the lines of the Rover safety, the rear rider driving the rear wheel, and the front rider driving the front wheel; the steering being controlled entirely by the rear rider, as in Humber's tandem. Instead of a raked fork, this has a perpendicular fork; and there is a sort of backbone following the curve of the front wheel in front of all, its lower and foremost extremity carrying the crank for the front rider, who works the front wheel by means of a single chain. The saddle is, I think, placed too far forward (to enable the rider to get at the pedals right in front of the wheel), but this may be found no disadvantage in actual use. It can be ridden by "pair" of riders, the front saddle being so far forward that

there is nothing to interfere with a lady's dress.

Howes, of Cambridge, has a dwarf tandem which strikes me as being the likeliest looking design of the whole four. This is like a Rudge safety in front, with a Rover lock-wheel put on behind, so that the front rider does most of the steering; to enable the rear rider (who, on these machines, feels the need of steering, to balance, more than the front rider does) to assist in balancing, there are two tubes which depart horizontally backward from the vertical front fork, following at the sides of the front wheel rim to a point clear of the front rider, when they suddenly bend outward on each side and then head upward and are joined together by a handle-bar for the rear rider, this outward bending being to allow them to steer from side to side without being stopped by the backbone. The verticality of the front fork is the reason for my belief that this machine will steer well; and the principle of driving the front wheel *à la* Rudge safety, and the rear wheel *à la* Rover safety, provides for immense driving power, and consequently speed.

My own design is not any great shakes, and its principal merit consists in the ease with which an amateur mechanic can make it out of an ordinary Rover safety bicycle, without in any way detracting from the perfection of the machine in its single form. The materials used were a Rover bicycle with only the brake, front wheel, and foot-rests removed, a 30-inch front wheel made up with cranks, pedals, and chains, like a Rudge safety, a small forging to bolt the Rover forks on to the front wheel fork-ends, an L-shaped iron, to carry the saddle, inserted inside the tube at the fork-tops, and secured by a small screw, a large U-shaped iron clamped by nuts and bolts around the backbone just behind the neck, and a pair of strong door-springs to assist in controlling the steering. The use of the 30-inch front wheel enables an average-height rider to use a spring under his saddle, in front; the forging must be made so as to connect the Rover forks with the front fork-extensions at such an angle as to bring the pedals properly vertical under the front rider; the L iron to hold the saddle must be of such thickness as to fit the steering-post tube of the Rover quite tightly, but its forward end must be reduced to fit an ordinary spring socket; the U handles for the front rider have to be larger than the U handles on a Humber tandem tricycle, in consequence of the front saddle moving from side to side inside the U; and the door-springs have to be attached under the saddle and to the U iron, to assist the rear rider in keeping the steering straight. The fault of this tandem is that the very raked fork causes the front rider's weight to drag the front wheel out of a straight line, so that the steering is very heavy at times; but by the use of the door-springs, and by bringing the front pedals as far back under the front rider as convenient,



A TANDEM RACE.

From Wheel World.

this defect is modified; and a skilful rider in front can assist in steadying the steering by pressing himself against his handles, although the rear rider must have actual control of the balance and guidance. This tandem of mine is not patented, and, as yet, is not on the market, but I have described it in full in case any Rover owner likes to amuse himself by turning his bicycle into a convertible tandem, as I did, for amusement.

As far as the trade in these four bicycle tandems is concerned, I do not anticipate any immediate influx of orders, as neither of the varieties has been put to an effectual test on road or path; but as soon as either is proved to be a decided goer and stayer, there will, no doubt, arise a demand for them, as they are much more manageable concerns than the Rucker tandem bicycle was, and can be made both speedy and safe.

All the factories are, at the present moment, in full work, and an immense number of orders are on the books of every firm of note. The season is just commencing, and everybody is placing an order for a new mount which "must be delivered before Easter." The Stanley show resulted in a most gratifying amount of business being done, all

the exhibitors who had salable goods reporting an unprecedented influx of orders; and although the past autumn and winter seasons have been the very worst for cycling purposes that we have had for many years, there is every prospect for an advance in trade prosperity during 1886.

Next Saturday the Speedwell show opens at Birmingham, and I shall mail you a report in due course. FAED.

LONDON, 8 March, 1886.

Indiana Wheelmen.

THE following is the programme of the third annual tour of the Indiana Division of the L. A. W.:—

Meet at the Windsor Hotel, Rushville, Ind., at seven o'clock A. M., Friday, 9 July, 1886; wheel to Lewisville, eighteen miles, for dinner; afternoon, ten miles to New Castle, stopping over night at the Bundy House. After supper there will be a seven-mile spin over some of the finest roads and coasts in the State.

Saturday, 10 July, wheel to Pendleton, twenty-one miles, for dinner; afternoon, fifteen miles to Noblesville, stopping over night at the Wainwright Hotel.

Sunday, 11 July, wheel to Tipton,

twenty miles, for dinner at the Commercial Hotel; afternoon, eighteen miles, to Kokomo, stopping over night at the Clinton House.

Monday morning, 12 July, twelve miles to Russiaville for breakfast; thence to Lafayette during the remainder of the day, by the route that the weather makes the most desirable, stopping over night at the Lahr House.

Tuesday morning, 13 July, wheel to Crawfordsville, twenty-eight miles for dinner, at the Robbins House; afternoon, twenty-four miles, to Lebanon, stopping over night at the Rose House.

Wednesday, 14 July, thirty miles, to Indianapolis, where, if the party so desire, the tour will end, with a banquet at one of the best hotels.

There will be a road race of twenty-one miles from New Castle to Pendleton, with \$10 and \$5.00 prizes to persons making first and second best time. Entrance fee, \$1.00. The riders will be started five minutes apart, unless too numerous, and the committee reserve the right to handicap riders according to their known abilities as road riders, so that all persons entering the race may have an equal chance of winning.

Each member of the party will be required to pay \$1.00 towards defraying the expense incurred for badges, printing, etc.

Arrangements have been made for reduced rates at all hotels on the route, but reductions will be made only to persons holding L. A. W. tickets, or the certificate of the captain that they are under eighteen years of age. Riders who contemplate becoming members of the party should make haste to join the League that they may get their tickets in time.

Capt. Davis will have charge of the party on the road, and all persons will be expected to obey the commands of the captain.

The pace will be such that any rider can keep up with the party. No rider will be left on the road unless it becomes absolutely necessary by reason of sickness or accident, and to that extent a committee will be left to look after him.

At no point is the route over ten or twelve miles from a railroad, as we have endeavored to select good roads handy to railway stations.

Orders for the succeeding day will be posted in the hotel each evening.

All persons will be expected to be in the saddle at Rushville, and make the whole trip.

The route herein designated has been arranged with a view to the encouragement of wheeling in Indiana, and we hope to see every Indiana rider in the party, as well as many outsiders.

The first and second tours were successful and altogether pleasant; and to riders who have never been on a trip of this kind, we extend a cordial invitation to go with us and see how much genuine sport and recreation can be got out of a week on the wheel.

Make your arrangements for a "week off," talk it up among your friends, and let us see what we can do in Indiana.

We hope that all persons who expect to go on the tour will send their names to the undersigned, by 1 July, so that all the arrangements may be as complete as possible.

A. B. IRVIN,

Tourmaster Indiana Division.

From Chicago.

THE Racing Board of the League of American Wheelmen has undertaken an investigation of the amateur standing of a large number of the leading racing men of America and England, and if the result should be to prove that all the parties under suspicion have violated the rule defining an amateur, there would not be a racing man left worth mentioning. The investigation is needed, if for no other purpose than to show up in its true light the hollow sham of pretended amateurism alike in America and England. The fact is, there is no such thing as a racing amateur under the strict rules of the L. A. W., and there never will be until the rules are broadened and liberalized so as to give the amateur the privilege of earning some tangible reward for

his speed and endurance. At present the rules allow a rider to compete for a medal which costs \$50, but not for a purse of \$50; they permit him to win a gold watch worth \$200, but not \$200 in currency. The amateur may load himself down with a heterogeneous collection of clocks, sewing-machines, smoking sets, umbrellas, opera-glasses, jewelry, etc., but he may not sell any one of these articles even to keep himself from starving. All of which is a gross absurdity, since it draws an absurd distinction between the thing which money buys and the money itself. The Racing Board is on the right track, possibly without knowing it, because it is quite certain to arrive at the conclusion that in bicycling as in many other forms of athletic pastimes, amateurism is largely a matter of hypocrisy and pretence. We hardly think the L. A. W. will go to the length of ostracizing the twenty-four American and ten English riders whose amateur standing has been called in question. If such should be the result of the pending investigation, the time will be ripe for the formation of a professional organization on a basis that will promote the development of speed, while at the same time surrounding the sport with safeguards against the perils and scandals of unorganized professionalism. The more sensible thing to do, however, is for the bicyclists of America to cut loose from the severe and impracticable exactions of the N. A. A. rules, and frame laws for themselves which are adapted to the conditions and requirements of cycling as a distinct class of sport. — *Mirror of American Sports.*

MANUFACTURE

The Rapid Bicycle.

IMPORTED BY SAMUEL T. CLARK & CO., BALTIMORE, MD.

THIS bicycle, which created such a furore in England last year, is the latest candidate for popular favor on the American market.

It comes to us with the prestige of being pronounced absolutely the strongest and best wheel exhibited at the four great wheel exhibitions of England during 1885, viz. The Stanley, Speedwell, Wheelmen's, and International Inventions Exhibition.

At the latter, the jury of award, consisting of cycling authorities and experts, unhesitatingly awarded it the only gold medal for bicycles.

These favorable opinions were amply borne out by the subsequent popularity of the wheel and its successes during '85 on the path and road; and its immense strength and ease of running were tested by some few American riders, over American roads.

The general specification of the New Rapid is similar to those of other high grade machines, but in some essential re-

spects it possesses advantages to which its great success is due.

Chief of these is, of course, the true tangent wheel. As the majority of laced wheels are designated Tangent, it is necessary for us to explain the difference between the tangent wheel of the Rapid and the tangent wheels of other makers. The idea of a wheel with tangential spokes was conceived with the object of preventing transverse strain on the spokes, and of securing a perfectly rigid wheel.

To accomplish this, each spoke must be at right angles to a line drawn across the centre of the wheel from its point of contact with the flange of the hub to the rim of the wheel.

The strain on the spokes is then entirely tensile, and equal on each spoke. The New Rapid wheel is constructed on this principle, and is claimed to be the strongest and most rigid wheel extant.

Each spoke will bear a tensile strain of 1,200 pounds, consequently it would take considerably over 40,000 pounds pressure to move the crank without the rim of the wheel answering.

The great advantage of this is that the whole power of the rider tells effectively on the progress of the machine; it is hardly possible to waste a single ounce of power. Besides this, with tensile strain alone, the liability of spokes breaking is entirely obviated, and it is no easy matter to buckle one of these wheels, owing to the fact that each spoke, from the steel hub, where it is headed, crosses seven others on its way to the new section Warwick hollow rim, where it screws into pipe nipples.

The manufacturers refer with pride to the experience of riders in '85, during which there was not a single broken spoke or a single buckled wheel, an experience quite unique in the history of cycling. Much of the rigidity of the New Rapid is due to the fact that it has wide and stiff front forks. These forks are of improved section, with round edges; and together with the one and one half inch round backbone, enhance the beauty of the machine, and lend symmetry to its lines.

The other details of construction are Palmer's patent head, with modified square shoulders; long hemispherical or ball centres; Rudge pattern single ball-bearings to front wheel; Bown's improved double row to back wheel; eighteen-inch back wheel; seven-eighths and three-fourths J. Lyne Hancock's best quality endless moulded round black tires; detachable cranks, four and a half to five and a half throw, all sizes under fifty-two; four and three quarters to five and three quarters, all sizes, fifty-two inches and above; brake, double lever, with extra long spoon, giving immense power; leg-guard, semi-hollow back forks, Humber coil spring, rake one and three quarters for forty-six inches, increasing to two and a quarter for fifty-six inches.

Special mention must be made of Palmer's patent head and detachable

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Prices for 1886 are as follows:

RUDGE LIGHT ROADSTER	—	—	—	\$135.00
AMERICAN RUDGE	—	—	—	107.50
RUDGE RACER	—	—	—	140.00
RUDGE SAFETY	—	—	—	135.00
RUDGE ROTARY TANDEM	—	—	—	220.00
RUDGE HUMBER TANDEM	—	—	—	255.00
RUDGE CRIPPER TRICYCLE	—	—	—	185.00
RUDGE CENTRAL GEAR	—	—	—	175.00

SOLE U. S. AGENTS,

STODDARD, ✕ LOVERING ✕ & ✕ CO.

152 to 158 Congress Street, Boston, Mass.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

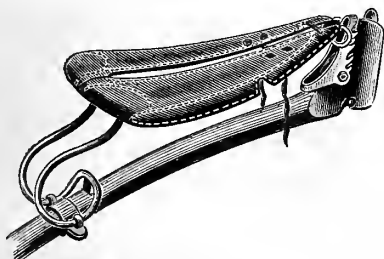
These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.



Adjustment in Height in Front.
Adjustment in Height in Rear.

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, \$5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75c.

FREEMAN LILLIBRIDGE - - - - - Rockford, Ill.

REDUCTION IN PRICES.

THE GREATEST BARGAINS EVER OFFERED.

FINAL CLEARANCE SALE.

REDUCTIONS FROM \$40.00 TO \$75.00.

Highest Grade, Brand New, Perfect in Every Respect. All Weldless Steel Tube and Interchangeable. BALL BEARINGS to Both Wheels. ALL SIZES.

American Club, Sanspareil Light Roadster, American Sanspareil, American Roadster.
PRICES FROM \$60.00 TO \$90.00.

Machines are sent ON APPROVAL, and may be returned if not SATISFACTORY, and Money will be REFUNDED. SEND FOR PRICE LIST AND PARTICULARS.

TESTIMONIALS FROM PURCHASERS.

After giving the 57-inch Sans Light Roadster a trial of over five hundred miles of hard riding, I am more than pleased with it. It gives me entire satisfaction.

WM. M. FRISBEE,
President New Haven Bicycle Club.

My Sans Light Roadster is as near perfection as a wheel can be.

N. K. NOYES, Manchester, N. H.

My 55-inch Sans Light Roadster suits me exactly. My weight is one hundred and seventy-five pounds. I am highly pleased.

J. L. ROSS, Eufaula, Ala.

The 56-inch American Roadster has proved perfectly satisfactory, and is really more than you represent it to be.

G. W. GREEN,
Cuthbert, Ga.

The 28-inch American Sanspareil was perfectly satisfactory, and I consider it the best wheel made.

H. K. FOX,
York, Pa.

S. T. CLARK & CO., 2 Hanover Street, BALTIMORE, Md.

handle-bar, which are parts of the New Rapid. In the former, a square recess is cut in the lug, into which fits a hollow weldless steel handle-bar, tapering toward the ends, which has been pressed cold to fit the lug.

Two small cotters; lightly tapped home, hold the bar rigidly in place, until it is desired to remove the bar, when similar light taps loosen the cotters, and the bar, with the large vulcanite handles on, is removed, the whole operation occupying less than a minute.

This handle-bar, which is either cow horn, or dropped at the ends, is made from a single piece of tube without welding or brazing, and is unusually stiff and strong, and the facility with which it can be removed from the machine is an obvious advantage. The great advantage that it possesses over other detachable handle-bars, is that it cannot work or wear loose whilst on the machine.

The New Rapid is made entirely of weldless steel tube and steel drop forgings.

The parts are shaped in dies, and finished by improved cutters to fit gauges, and are therefore interchangeable. Every bearing part is glass, hardened and polished, and every detail reveals the finest workmanship.

Its finish is all bright parts, including the ends of the spokes six inches from the hub, nickelled on copper deposit. Rims, spokes, backbone, and forks enamelled plain black.

The New Rapid is sent out with Lamplugh & Brown's Eclipse adjustable long distance saddle, and Handy Tool Bag, containing case-hardened spanner to fit all nuts (only three sizes of nuts are used), with screw-driver attachment, patent oiler, and Bown's Light Roadster ball pedals. Notwithstanding the size of backbone, width of front forks, and number of spokes, which, aside from its peculiar form of construction makes this machine very strong, it is also light enough to be desirable.

A fifty-inch New Rapid, with all on, except tool bag and tools, was found to scale exactly forty pounds. The makers claim, however, such strength and rigidity for their machine, that it is suitable for indifferent or good riders of any weight over good or bad roads, level or hilly districts, and they fully guarantee their machines.

The makers of the New Rapid are the St. George's Engineering Company, of Birmingham, England, and their American agents are Messrs. S. T. Clark & Co., Baltimore, Md., whose advertisement will be found on another page.

Big Four Bicycle Tour Association.

Gentlemen,—The association having passed successfully through last year's campaign, has on tapis another tour for 1886. As outlined at present, subject to the approval of the general meeting, it is as follows:—

Leave Rochester, N. Y., Monday, 5 July, wheeling to Canandaigua. Tuesday, wheel to Geneva, N. Y., and during the afternoon steam down Seneca Lake to Watkins Glen. Wednesday forenoon, visit the Glens in vicinity, wheeling during afternoon to Elmira, N. Y. A Pullman train will be waiting to convey the party that night to the vicinity of New York City. Thursday, wheel through New Jersey, *via* the Orange riding district and Newark, to Jersey City, where wheels will be placed aboard the Old Dominion steamer, and the party will cross ferry and stop at Grand Union Hotel in New York. Friday, in New York and vicinity until afternoon, when steamer will leave for Old Point Comfort, Va. Saturday on the Atlantic Ocean, *en route* to Old Point Comfort. Saturday evening, arrive at the Hygeia Hotel, Old Point Comfort. Grand hop. Sunday, Hygeia Hotel and vicinity. Leave on evening Pullman train for Staunton, Va. Monday, arrive at Staunton. Wheel down the grand Shenandoah Valley next three days. Party will be quartered in separate towns at night, excepting at the Luray Cave. The tour will be finished at Harper's Ferry, from which railroads lead in all directions. Opportunity is offered for continuing the tour, individually or in small parties, from Harper's Ferry to Hagerstown, Md., Gettysburg, Pa., and by the Lancaster Pike into Philadelphia. As the points *en route* north of Harper's Ferry are small, a large party will not be able to find proper accommodation. The change, however, from the big tour to small parties, will be an agreeable variety. Arrangements with hotels *en route* will be such as to give each individual separate accommodations, and baggage details will be such as to always have clothing at hand when wanted. Movement on the road will be in Eastern, Middle, Western, and Southern Divisions, with long distance between divisions. No more entries will be received than can be amply accommodated in comfortable shape.

For the perfecting of details, election of officers, and the consideration of a plan for merging the Big Four Association into the Touring Department of the League of American Wheelmen, and hereafter conducting all tours under auspices of the L. A. W., a meeting is called at the Genesee Hotel, Buffalo, N. Y., 28 March, at nine o'clock, to which all wheelmen interested in touring, are invited. BURLEY B. AYERS.

CHICAGO, 22 March, 1886.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 337,171. Bicycle saddle; Freeman Lillibridge, Cedar Rapids, Iowa.

337,183. Bicycle-lock; Anson P. Merrill, Fall River, Mass.

336,968. Tricycle; Frederick White, Westborough, Mass., assignor to the Boston Wheel Company, Bangor, Me.

337,271. Velocipede; E. G. Latta, Friendship, N. Y., assignor of one half to A. G. Latta, same place; relates to the head, handle-bar, and adjacent parts of a bicycle.

337,774. Bicycle; Geo. S. Long, Hartford, Conn., assignor to Geo. S. Williams, same place; has extensible perch and fork.

337,975. Velocipede; Schuyler W. Morgan, East Concord, N. H.; a road carriage actuated by spring power.

338,151. Velocipede; John A. Griffiths, Coventry, England, a tricycle.

A Correction.

A PARAGRAPH in the Boston *Herald* of last Sunday, states that a petition had been filed on Friday to place the Overman Wheel Company in insolvency. By stating the case in this bare manner, the *Herald* certainly wrongs the company named. Had the *Herald* stated that the petition was filed by the Pope Manufacturing Company, under a claim of \$5,600 for royalty on tricycles, and that the case had been in court twice, and each time the decision had been given for the Overman Company, they would have stated the whole truth. "Let the truth prevail, though the heavens fall."

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Massachusetts Election.

Editor Bicycling World:—We notice with surprise that some of the tickets for 1886 have ignored the Brockton district, and have not made a nomination south of Boston. Two clubs have nominated a man from North Easton, which is in the Brockton district, but some miles from it. Now as North Easton has no club, and very few riders,—it is said less than two,—and is a place that is visited very little, if at all, except by railroad, what good is a representation in that place for riders?

W. M. Pratt is on two tickets, and Fred H. Johnson on two. As Mr. Johnson resides and is in business at Saratoga, N. Y., the votes for him would be thrown away. Brockton is a bicycle centre. It is visited by most every club within twenty miles or more. There is hardly a day from April to November but what brings here from two to thirty riders. We don't think any one has any reason to complain of their treatment.

There is no doubt but what it is a benefit to riders to have Brockton represented. We ask, as a simple matter of justice, that every L. A. W. man see that the name of W. M. Pratt, the present representative, is on their ticket.

D. C. PIERCE,
Capt. City Bi. Club.
G. O. HAYWARD,
Ex-Capt. City Bi. Club.
WM. L. PUFFER.
A. E. RANDALL.
R. E. BRAYTON.

BROCKTON, 16 March, 1886.

CURRENTS CALAMO

The — not Cork, but Wheelist's Leg.

A TALE I'll tell you, and it shan't be sham,
In London there dwelt, Mr. Thomas Fitzlamb,
Who day and night, with a good deal of grist,
Kept on declaring, I am The Wheelist.

Ri to'ral ro ral, etc. etc.

Now, Tommy, as he was familiarly called,
Was n't the very least bit appalled;
When starting for the fifty miles cham.,
Tumbled right over, when the pistol went bang.

Ri to ral, etc.

Now as Thomas was n't a member of ours,
We went and complained to some of the powers;
They quietly exclaimed, "He'll soon get off his seat,"
But Tom did n't mean to, till he was dead beat.

Ri to ral, etc.

His fall delayed him a lap and a half,
But at forty-six miles he was able to laugh,
As he was passing that lot of poor chappies
With legs not much thicker than very thin matches.

Ri to ral, etc.

As he kissed mother earth he exclaimed, "Oh! my,
I've a heap of vile cinder right in my eye,
But that does n't matter to a fellow like me,
I with one eye can very well see."

Ri to ral, etc.

But when he endeavored to mount in his haste,
His "togs" did n't split, oh, no, not in the least,
Yet somehow or other, one leg did come off,
And all the fellows began to . . . cough.

Ri to ral.

And now his shin was clearly shown.

Ri to ral, etc.

The excitement now was very intense,
But there was n't to be very much suspense,
For going round the last time but one,
The "togs" were visibly fast slipping down.

Ri to ral, etc.

About three hundred yards from home
The great Fitzlamb's things all came "unsewn,"
When he the great Fitzlamb went by,
The others saw he was n't "shy";
The right trouser leg just kept in in its place,
It was certain it could n't throughout the race.

Ri to ral, etc.

Yet all went well until the last mile,
But then Fitzlamb threw off 'Varsity style,
For the one leg had been all along slipping down.
And so while friend George just scored the win,
Fitzlamb "looked" as if he was committing a sin.

Ri to ral, etc.

So now, dear chappies, when you race,
Always look out — and — well, tight lace,
And do try to keep "all" your things on quite right,
For if you don't — won't it be a sight!
Ri to ral, etc.

Wheeling.

BURLEY B. AYERS writes that the meeting of the Big Four Tour Association, which was to have been held at Buffalo on 23 March, has been indefinitely postponed.

CAPT. COREY, of the Charlestown Club, is preparing a schedule of club runs for the coming season. He promises that his club shall this season roll up a better road record than ever before.

S. G. SPIER, of New Lebanon, N. Y., announces that he will leave Albany 1 June for a run to San Francisco, across the continent, on a bicycle. His purpose is to break the long-distance road record and win the championship of the world.

A GREAT deal of interest is being taken in the Connecticut State election for L. A. W. officers. Charles G. Huntington, of Hartford, has been renominated for chief consul, and as during the past year he has proved himself a most efficient officer, there is little doubt of his re-election. The nominations for representatives are as follows: W. T. Williams, of Yantic; W. M. Frisbee, of New Haven; E. J. Morgan, of Bridgeport; L. L. Hubbard, of Danbury; C. R. Upson, of Waterbury; F. H. Ayers, of Hartford; H. C. Ward, of Middletown; T. S. Rust, of Meriden; and W. E. Payne, of Rockville.

THE new house of the Wakefield Bicycle Club was formally opened last week with a pleasant gathering. A ladies' night will be held shortly.

THE next athletic exhibition at the Massachusetts clubhouse will include sparring, fencing, with a one and a one fourth mile race on the home trainers.

THERE is no longer any doubt that the greater part, if not the whole, of the *C. T. Gazette's* for March, and of the club mail, is reposing with the ill-fated "Oregon" at the bottom of the sea. Members of the American Division will have their loss made good with as little delay as possible, and will probably receive their March *Gazettes* in about three weeks from this date. The missing new membership tickets will doubtless be duplicated at the same time. See *C. T. C.* column.

PAPA WESTON is at work on a log book, which promises to be a very good thing.

OUR friends down in New Jersey are very much excited over the suspension, and, as is usually the case, they let their excitement get the best of their judgment. They believe in the law, but not in its enforcement. We shall have nothing to say for or against the amateur law, for the controversy that has arisen does not come on the merits of that law. Those who cry out against the action of

the Racing Board, claim that the law should stand on the books and be a dead letter. No good can come of this. Under the rules of all athletic societies, the man who takes money for engaging in a sport is a professional. The League has such a law, and it will make a mistake if it is not true to it. Other societies, recognize as amateurs all wheelmen who are recognized as such by the League, but if the League becomes a medium for the protection of those who are not amateurs, it will soon lose respect. It is urged that the League will suffer if it makes professionals of those who have broken the law. Perhaps it will, but the suffering will be greater if it allows the evil of professionalism to grow as it has been growing.

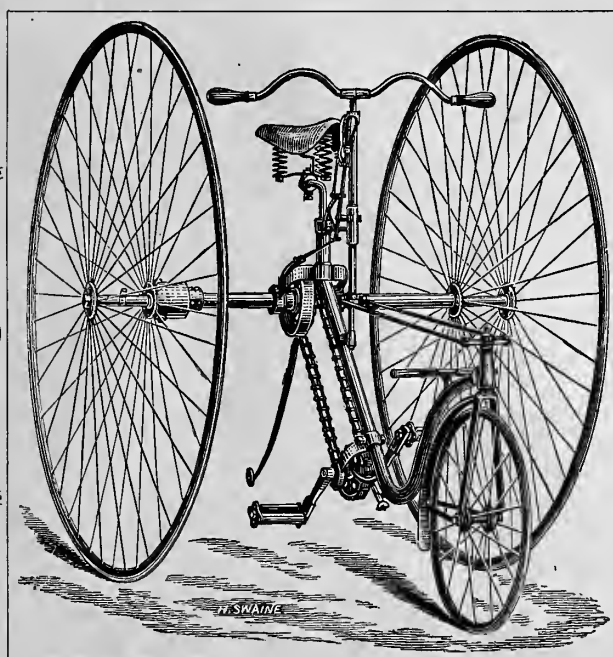
I HAD a long talk with one of the leading Boston suspects this morning, and he talked very frankly to me. Said he: "Between you and me, there is no use, denying that I have received money from B for riding his machines, but what of it? What I received was very little more than what it actually cost me for expenses. Perhaps you won't believe me when I say that I ride solely because I enjoy it. I don't do it for the money I make from riding. I could go to work at my regular business and make far more than I can from riding a bicycle as a makers' amateur, but I like to race, and if I can make, during the summer months, enough to support me, I am contented. If I could afford to pay my own way, I would do so, but I cannot. I am ambitious, and desire to be as fast as any man on the path; to accomplish this I must devote a large part of my time to training; that I cannot do unless some one pays my expenses for me. Until last season I never received a penny for my racing from any one. I devoted all the time I could to training, but that was n't much, and I was not considered a crack until late last fall. Now the matter stands just this way with me. I want to race next year, and have promised to ride B's machines, and he is to make it all right with me; but I tell you honestly that I shall not race if I have to enter the professional ranks. — *Cor. Wheel.*

To Mr. Abbot Bassett, Chairman of the Racing Board, Boston, Mass. — Why draw the line at Kluge, in Jersey City? Are there not a dozen or more members of the Hudson County Wheelmen equally guilty — if he is, which is doubtful — of violating Rule H, by receiving their expenses from clubs "promoting sports" at which they give exhibition drills? How about the King's County Wheelmen's demon drill team, the Elizabeth Wheelmen's polo players, and hundreds and hundreds of other true amateurs in all parts of the country? Why do you not suspend them? Where do you draw your line? — *Cyclist and Athlete.*

REMEMBER that Stoddard, Lovering & Co., No. 152 Congress Street, Boston, carry the largest stock of Cycle Sundries to be found in the United States.

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.

SEND FOR
ILLUSTRATED
CATALOGUE.



SEND FOR
ILLUSTRATED
CATALOGUE.

[*Inventions Journal*, May 16, 1885.]

"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, $7\frac{1}{2}$ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.

THE 'MARLBORO' CLUB."
(AUTOMATIC STEERING.)

239 COLUMBUS AVENUE, BOSTON, MASS.

THE "AMERICAN CHAMPION."

Positively the Greatest Triumph of Cycling Manufacture in America.

ENTIRELY MANUFACTURED IN AMERICA with Our Own Plant and on Our Own Premises, and with Every Care to Suit the TASTE and the NEEDS of an AMERICAN WHEELMAN.

Be Sure and See It Before You Decide Upon Your Mount For 1886.

BECAUSE

Only the Best and Most Carefully Selected Steel is used, and the Distribution of the Metal is so appropriate that it is the

Most Durable Machine Yet Devised.

With our Patent G. & J. Ball Bearings all over (to pedals also), it is the

EASIEST RUNNING.

With Hollow Forks and Backbone fitted and braced to the patent G. & J. head and neck, it is the

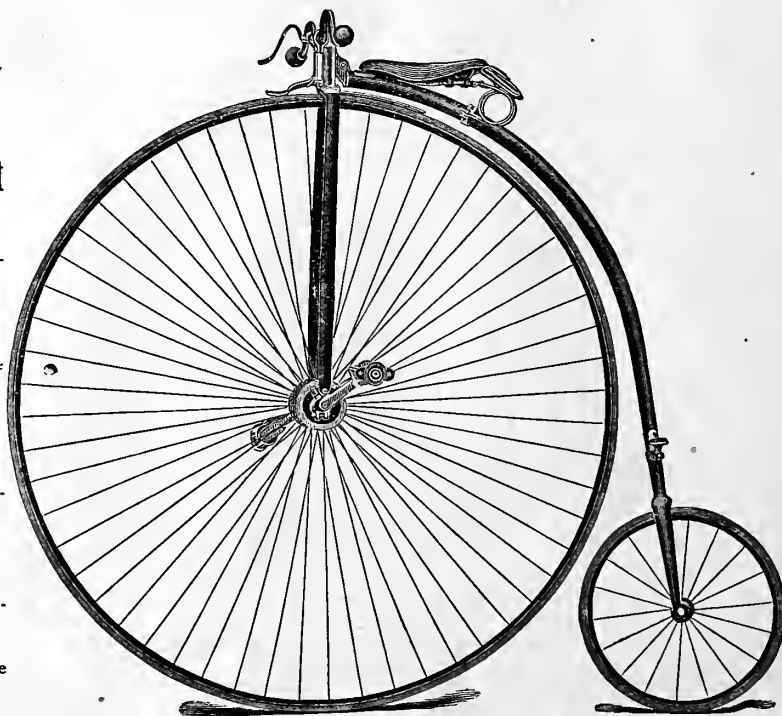
Strongest and Most Rigid.

With the Direct Acting and Thick-Ended Spoke, it is the **Easiest to Repair**, and

Least Liable to Buckle.

With the G. & J. Hollow, Detachable and One-Piece Cow-Horn Handle-Bar, it is

The **Easiest to Steer**, and there is little danger of the Handle-Bar Breaking.



PRICE, 50-Inch, Standard Finish (Enamel and Nickel), \$102.50.

BECAUSE

It has the G. & J. "Solid Comfort Saddle," which fits close to the Backbone, and is the

Most Comfortable to Ride.

It has the Patent

G. & J. ADJUSTABLE

— AND —

Rubber Capped Step.

It has all the advantages both of a compressed and a contractile Rubber Tire, made from the best

Red Para Rubber.

It is the Most Graceful in its Lines of any known Bicycle, combining

EQUAL STRENGTH

— AND —

RIGIDITY.

IT IS SOLD AT

A REASONABLE PRICE.

And numerous other reasons which prove conclusively that it is the **MOST SATISFACTORY BICYCLE** on the Market, as can be determined by applying for our New and Handsomely Illustrated 48-Page Catalogue, containing a Minute Description of this Machine, and an Extended Line of Bicycles, Tricycles and Sundries.

GORMULLY & JEFFERY,

222 & 224 North Franklin Street, Chicago, Ill.

N. B.— We are Manufacturing a New Line of LAMPS and BELLS.

THE Chelsea Bicycle Club disbanded on Tuesday last. Another club will be organized in that city.

THE Pope Manufacturing Company have a new low priced wheel, suitable for youths, which is made of good stock, and will be very popular.

FAST DAY is set down for the 8th of April. Sure of good roads then.

FRIENDS of the suspected racing men will join the League and make a fight at the May meeting.

LEAGUE members should not fail to vote on the Constitutional amendment.

THE latest facts in regard to the counter challenges between Prince and Neilson, are that the representatives of each are to meet at the *Globe* office on Saturday (to-morrow) to make the final deposit and sign articles for a race. Both seem confident of winning, and a lively brush may be expected.

PAPA WESTON'S log book is in the hands of the binder. It will be used as a permanent record book to be filled out at home, or it will go in a M. I. P. bag when one is on a tour. It will have a daily, a monthly, and a yearly record form for filling out.

THE Press Committee for the League Meet has organized by the choice of Abbot Bassett, chairman, and Wm. E. Gilman, secretary. The committee will receive and send to the wheel press all important information concerning the Meet.

MANY of our exchanges were on the "Oregon," and some of them are now at the bottom of the sea. We have, however, received a number that have finished their bath, and they look much the worse for it.

THE suit of the Pope Manufacturing Company against the St. Nicholas Toy Company of Chicago, begun in 1883 in the United States Circuit Court for the northern district of Illinois, and for which the defendant had been under injunction and bonds since October, 1883, came to final hearing a few weeks since, and the Court reserved decision. The Court has now decided in favor of the Pope Manufacturing Company on every point. The defendants had set up in their answer, and also by a cross bill, that the patents of the Pope Manufacturing Company, under which they had been licensed, were invalid, and that the defendants did not use the devices covered by the patents. The Court, however, has decided all the points against them. In October, 1883, they were ordered by the Court to comply with the terms and conditions of their licenses and to make the returns and payments into Court. In July, 1884, the Court issued an injunction restraining the defendants from making or selling machines other than specified in their license. The Pope Manufacturing Company now gets a final injunction as well as a judgment for about \$11,000, and the cross bill against them dismissed.

MR. E. C. LEE has added a Singer's Straight Steerer to his wheel stud.

RACING NEWS

The Professional Championship.

RICHARD K. FOX has decided to offer a professional championship trophy to be competed for in a twenty-mile race. The medal is valued at \$500, and will represent the twenty-mile bicycle championship of the world. It is now on exhibition at the *Police Gazette* office, and all who have seen it pronounce it to be the best trophy ever offered for bicycling.

The following are the conditions which will govern the "*Police Gazette*" bicycle championship medal:—

RULE 1. All races shall be twenty miles; entrance fee \$100, which sweepstakes is divided as follows: Seventy-five per cent to the first and twenty-five per cent to the second.

2. The winner of the trophy must hold it against all comers, and be ready to compete within four weeks from the date of challenge or challenges.

3. All parties desiring to compete for the trophy must deposit \$100 with Richard K. Fox.

4. The winner of the trophy must furnish suitable security for its return when called for.

5. All races for the trophy must take place on suitable grounds, according to the mutual agreement of the majority of contestants.

6. In all contests for the "*Police Gazette*" championship trophy, Richard K. Fox to appoint all officials and referee, and decide all questions and disputes, and the decision of the referee to be final.

7. In all races for the trophy, the gate money must be divided as follows: Sixty per cent to the winner, twenty-five to second man, and fifteen to third, after expenses are defrayed.

8. Richard K. Fox or his representative shall manage all races, and each contestant must be allowed a representative to look after his interest.

9. The race for the trophy to take place early in June, 1886, on any track which is mutually agreed upon.

10. The winner of the "*Police Gazette*" bicycle trophy will be considered the twenty-mile champion of America.

11. Should the holder of the trophy refuse to compete for the same, or fail to accept a challenge within ten days from said being issued, shall forfeit all claim to the trophy.

12. The medal must be won three times to become the property of the holder.

John S. Prince, the champion bicycle rider of America, who has been on a visit to England, arrived on the "Arizona," in New York, on 16 March. The champion called on Richard K. Fox at this office, and on being informed about the bicycle championship trophy, and the *Police Gazette* propositions read the rules

and conditions, and decided to compete against all comers for the trophy. He deposited \$100, and left the following challenge:—

To the Editor:

Understanding that Richard K. Fox offers a trophy to represent the twenty-mile bicycle championship of America, I hereby challenge any man to compete against me for the trophy according to the conditions governing the same. As Neilson, Woodside, Eck, Brooks, and others have been issuing several challenges while I have been in England, here is an opportunity for them to arrange a match with me. To prove I mean business, I have deposited \$100 with Richard K. Fox to compete for the trophy, and will be ready at any time to meet all comers to ratify a match.

JOHN S. PRINCE, *Champion of America.*

NEW YORK, 17 March, 1886.

THE total gate receipts in the six-day race at Minneapolis were \$2,087.50. The Minneapolis rink takes half, Schock sixty-five and Woodside thirty-five per cent of the remainder. Schock has already won more this season than most of the professionals in the summer.

THE Lynn Cycle Club, on Friday, awarded its contract for the grading of its new track to N. S. Tuttle for \$1,300.

A BIG cycle tournament will be held at Woodstock during the month of May. Neilson will run for the championship of Canada.

T. W. ECK offers to match W. J. Morgan against Schock, the famous long-distance rider, for a six-days' contest for \$500 a side. It is also reported that Mlle. Armaindo will challenge Schock to a similar contest.

WHEEL CLUB DOINGS

SOME twenty-five or thirty members attended the first annual banquet of the Yale Bicycle Club, Monday evening, at New Haven. The occasion was most delightful, and the outlook tends to show that Yale will lead the colleges in cycling during 1886.

THE Florence Cycle Club has elected the following officers to serve for the ensuing year: President, A. G. Hill; vice-president, O. M. Smith; secretary and treasurer, W. H. Wyman; directors, C. J. Brown and W. Twigg; captain, A. E. Friedrich; first lieutenant, H. Haven; second lieutenant, W. Howard.

THE annual meeting of the Portland Wheel Club elected the following officers: President, John C. Stevens; vice-president and captain, H. S. Higgins; sergeant and treasurer, H. S. Gardner; first lieutenant, L. J. Carney; second lieutenant, W. W. Brackett; bugler, W. R. Pitcher. F. A. Elwell was nominated for chief consul of the L. A. W., and C. H. Lamson representative for the State of Maine.

THE Newton Club has elected officers for the ensuing year as follows: President, James C. Elmes, Jr.; secretary, J. H. Aubin; treasurer, H. L. Wilson; captain, P. L. Aubin; first lieutenant, E. H. Ellison; second lieutenant, C. F. Haven; club committee, the president, secretary, treasurer, captain, and Freelon Morris and W. C. Stall.

THE Brockton Bicycle Club is making extensive preparations for road riding during the coming season. So far as arranged, the schedule of club runs is as follows: 8 April, Randolph; 18, Quincy; 1 May, Cobb's, Sharon; 16, Taunton; 30, Milton; 13 June, Quincy Point; 27, Massapoag; 11 July, Nantasket; 25, Natick; 8 Aug., Plymouth; 22, Nantasket and coaching party; 5 Sept., Attleboro'; 19, Brighton; 3 Oct., Natick; 17, Cobb's, Sharon.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DURS for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.
Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.
Illinois.—L. W. Conkling, 108 Madison street, Chicago.
Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.
Maryland.—S. T. Clark, 2 Hanover street, Baltimore.
Missouri.—W. M. Brewster, 309 Olive street, St. Louis.
New York.—Dr. A. G. Coleman, Canandaigua.
New Hampshire.—W. V. Gilman, Nashua.
New Jersey.—L. H. Johnson, Orange.
Ohio.—Alfred Ely, 873 Prospect street, Cleveland.
Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.
Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.
Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.
Iowa.—S. B. Wright, Oskaloosa.
Wyoming Territory.—C. P. Wassung, Reck Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: F. O. Canfield, Jr., Mount Airy avenue, Philadelphia; B. B. Craycroft, Jr., 1024 Spruce street, Philadelphia; Simcoe Ford, 313 West 58th street, New York; E. G. Latta, Friendship, N. Y.; G. F. Ball, 128 Atkinson street, Bellows Falls, Vt.; H. C. Stursberg, Germania Mills, Holyoke, Mass.; L. Bardon, 7 Nassau street, New York, N. Y.

Special Notice.

THE bulk of the March *Gazettes* and of the C. T. C. mail were on board the "Oregon," sunk by collision off Fire Island on the 14th inst. Immediate steps for duplication have been taken, and members of the American Division may rest assured that the inconvenience of delay will be terminated as soon as possible.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

COLUMBIA TRICYCLE for Sale Low. Will take any offer as owner is going west and must sell at once. Address TRIKE, BICYCLING WORLD.

FOR SALE.—One 51-inch full nickelled Star; cost \$130, price \$90; one Kangaroo with ball pedals, cost \$140, price \$95; one 50, two 52, three 53-inch Yales; have never been used; price \$90. SEAVEY & WENTWORTH, P. O. Box 196, Canton, Mass.

FOR SALE CHEAP.—One 52-inch Royal Mail bicycle, enamel finish, pattern of 1885; complete with ball pedals, Butcher cyclometer, Hub lamp, Acme stand, in perfect condition; bought by an experienced rider, and only ridden a few times. Address F. H. KEEP & CO., Lowell, Mass.

RACING MEN.—If you want to buy a good racing machine, write to us; all sizes in stock; prices low. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price \$90. Address Box 5319, Boston, Mass.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, \$70; one 54-inch Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE.—One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

BOSTON.

NOW

IS THE TIME TO USE

ARDILL'S

LIQUID ENAMEL!

For touching up or entirely re-enamelling
BICYCLES and TRICYCLES.

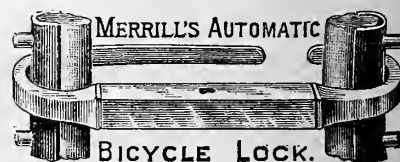


Hard as Marble. Dries Instantly, without any unpleasant smell, and produces a Jet Black enamel surface in **One Operation**. It is thoroughly impervious to wet, cold or heat. Will not crack, and is not liable to chip off. **Any one can apply it. A Suitable Brush given with each Bottle.** Price, 75 cents a bottle. Cannot be sent by mail.

For sale by all Agents, and by

STODDARD, LOVERING & CO.
152 to 158 Congress St., Boston.
SPECIAL TERMS TO THE TRADE.

The "MISSING LINK" Found.



Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook alike, and locks through the small wheel on the two prongs of the fork, just under the felloe. Nickel Plated. Sent post-paid on receipt of \$1.25.

ANSON P. MERRILL & CO.

BOX 596 FALL RIVER, MASS., U. S. A.



Bicycles, Tricycles and Sociables at Second-Hand Prices.

Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables from \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

THE BEST IS GOOD ENOUGH FOR YOU!

A desperate effort has just been made to keep the New Victor out of the field this spring. This was done by parties who procured admission into our Works, during our absence and against our wishes, and apprised themselves of the merit of the machine we were about to place upon the market.

When you see the '86 Victor, and examine all its fine points and improvements, you will understand why our competitors have been afraid to meet it in the open market. The Victor could have no stronger indorsement. The compressed cushioned tire of the Victor is of itself enough to strike terror to the heart of a competitor. We do not blame them for getting alarmed, only for using questionable methods to injure a rival.

We ask two favors of every man who will buy a high grade bicycle: First, examine the New Victor before buying; second, ask any rider of the Victor if it is the EASIEST RUNNING machine he ever rode? If it is the best hill climber? If it is the fastest coaster?

It is every ounce steel. If you can show that a Victor contains ONE OUNCE of cast metal, we will refund full price. It is all interchangeable, and contains all features known to add to the value of a bicycle. We use only the Victor square rubber pedal which has proved good enough to call out a clumsy imitation.

Victor Swing Saddle, Latta's Patent Locked Head, Detachable Step, Hadley's Patent Handle Bar, Bown's Perfectly Adjustable Ball Bearings to all wheels and pedals, Compressed Cushioned Tires, Warwick's Hollow Rims, shallow section, Harrington's Enamel.

We have, from the beginning, led the advance towards reasonable prices in cycles. To maintain this reputation with riders, the new machine, with all its improvements and increased cost of manufacture, will be sold at these prices. No extras:—

**48-inch, \$122.50; 50-inch, \$125.00; 52-inch, \$127.50;
54-inch, \$130.00; 56-inch, \$132.50; 58-inch,
\$135.00; 60-inch, \$137.50.**

Nickelled backbone and forks, all best nickel on copper, except rims and spokes, which never should be nickelled, \$10.00 extra. You will wrong yourself if you buy without seeing it. Catalogue Free.

OVERMAN WHEEL CO, 182 Columbus Ave., BOSTON,

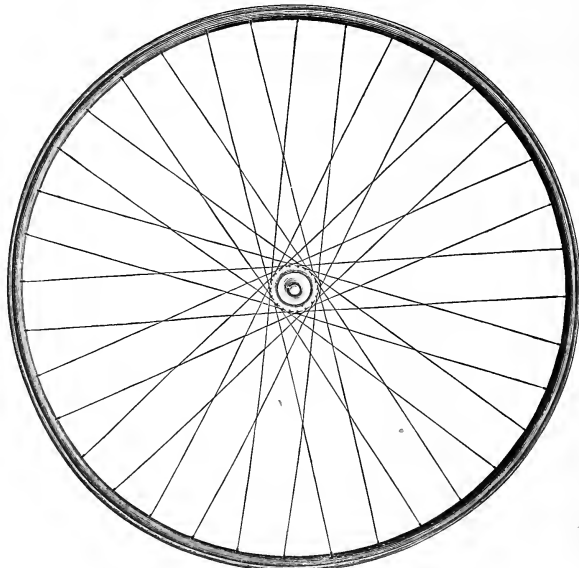
FIRST AMERICAN MAKERS OF HIGH GRADE BICYCLES.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ✦ RAPID" BICYCLES,

— WITH THE —

During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be the
strongest and most rigid
wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded a *Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market." — The Cyclist.
"The best wheel ever built." — Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made." — Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.

Apply for Terms.

S. T. CLARK & CO.

Importers,

BALTIMORE, MD.

NOW IN STOCK.

THE GREAT S—

THE CYCLIST
Christmas Number.

THE ILLUSTRATIONS are far in advance of any thing ever before attempted, the inventive genius of the authors being splendidly carried into effect by the facile pencil of GEORGE MOORE. There are

14 Full-Page Lithographs,

Comically depicting all manner of cycling episodes, in addition to numerous smaller illustrations, comprising headings, incidental side sketches, *fin-de-siècle*, silhouettes, tailpieces, and a series of

43 PORTRAITS
Of Typical Racing Cyclists.

The text abounds in Wit, Humor, Fun, Satire, in both prose and verse, and there are Two Original Cycling Songs set to Music; also

FADKIEL'S COMIC KALENDAR FOR 1886,

Embodying Predictions for the Months; and Fadkiel's Hieroglyphic must not be missed by any one fond of a hearty laugh.

By Mail, 50 Cents.

E. C. HODGES & CO., Boston.

BOSTON BICYCLE SHOE,

ALSO



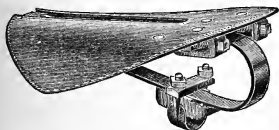
THE HYGIENIC SHOE

MADE ONLY BY

STRICKLAND & PIERCE, 168 Summer Street, BOSTON.

Hand Made Throughout.

Price-list and rules for self-measurement sent on application. Our shoe has been imitated by makers of machine goods. Get the right one. Patent mark and "Boston" on the sole of every shoe.



THE ACME BICYCLE SADDLE.

Newest in Principle, Easiest in Action, Perfect in Adjustment.

Enamel, \$4; Half Nickel, \$4.50; Nickel, \$5.

BICYCLE SUPPLY CO.

32 South Front Street, New Haven, Conn.

Discount to the trade. Look out for other Novelties.

Buffalo Home Trainer Record Race.

Time extended. May 1. Scores will be published in *The L. A. W. Bulletin*. For particulars, apply to Mr. JOHN A. WELLS, Referee, 321 Chestnut Street, Philadelphia, or to the Editor *The L. A. W. Bulletin*, Box 916, Philadelphia, Pa.

BULL & BOWEN,
587 and 589 Main Street, Buffalo, N. Y.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINGS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.



"Home Exerciser"

For brain-workers and sed. story people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular.

"HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. Dow.



Patented in England and the United States.

Borley's ADJUSTABLE SKELETON SADDLE, With Guarded Sides

THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

F. G. BURLEY, BOSTON, Brighton District, MASS.

SEND BY FREIGHT, AND SAVE MONEY.

Now is the time for all those who wish to have their CYCLES OVERHAULED, ALTERED or REPAIRED.

I very machine should have its bearings cleaned, adjusted and thoroughly overhauled, during the winter months.

Do not put it off until the last moment, when "pressure of business" means delay and disappointment. Special appliances for repairing every make of cycle.

Repaired machines stored free.

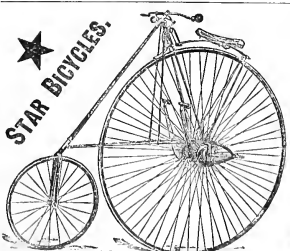
ZACHARIAS & SMITH - - - Newark, N. J.



EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalogue of wheels and novelties in sundries, with full particulars of our terms of easy payments - of interest to every actual or prospective wheelman.

GEO. W. ROUSE & SON, 9 G St., PRORIA, ILL.

★
STAR BICYCLES.THE
SPRINGFIELD
WHEELMEN'S GAZETTE

SINGLE COPIES, 5 CENTS. ONE YEAR, BY MAIL,

POST-PAID, 60 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED ITS CORRESPONDENCE LARGE AND VARIOUS, ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

SPRINGFIELD WHEELMEN'S GAZETTE,

SPRINGFIELD, MASS., U.S.A.

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LIVE AGENTS WANTED TO CANVASS EVERY CITY AND TOWN IN THE UNITED STATES; LIBERAL PREMIUMS GIVEN



Before you buy a BICYCLE, send to H. B. HART, 811 Arch St., Philadelphia, for illustrated 60 page catalogue (free), and price list of second-hand Machines. DIFFICULT REPAIRING A SPECIALTY.

THE "PARADOX" OILER
A BOON

TO Wheelmen, Skaters and Sportsmen also made for Sewing Machines. Its Hinged Screw Stopper (undetectable & detachable) cannot get mislaid or lost. Sent Postpaid on receipt of price.

Nickeled, 25 c. Gilt, 30 c.

H. B. HART.

811 ARCH STREET, PHILADELPHIA.

LIBERAL DISCOUNT TO DEALERS.

SAFE, PRACTICAL and FAST

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

A CARD.

To the Considerate Readers of the Bicycling World

We have endeavored to carry on a bicycle and tricycle business for the past eight or nine years, by business methods, to advertise our own business, and not to disparage others. We have neither called names nor appealed for sympathy, nor cried "stop thief," with stolen goods in our hands. We have left to the courts the things of the courts, and to the press the things of the press. Nor do we intend to deviate from this course now; but in view of some recent peculiar advertising and attempts to create by one-sided and erroneous statements a feeling against us which seems to us entirely undeserved, we digress from our usual course of advertising this once, to submit a few of the plain facts as to our relations to the corporation with which we are in litigation.

In 1883, when we were the only makers of tricycles in this country, we entered into a contract of license with that company, which it did not keep. It was then just organized, and was making a few tricycles.

In 1884, that company, having used the cover of that license to establish a business and to make a considerable number of machines to put upon the market, terminated its license, and proceeded to infringe the patents it had been licensed under, by making and selling tricycles containing devices by law secured to us in the Buzzell, Hanlon, W. Hanlon, Serrell, Pickering, Whitehead, and Peters patents; and by selling bicycle pedals infringing the Pickering and Peters patents.

We brought a suit against that company in our State court for breach of the contract; another suit in the United States Court for infringements in the tricycles; and another for infringements in the pedals. These were all equity suits, and are all still pending.

In the winter of 1884 and 1885, that company prepared to still further infringe, by making and selling bicycles; and we prepared to move for an injunction in the second suit above named, and to bring another on the bicycles. Then that company sought, and made another agreement in writing with us, which it did not keep. After nearly six months of waiting and effort to carry out that agreement, met only by neglect and refusal, we withdrew from that agreement, and began another suit in equity against the actual makers of that company's bicycles, for infringement of our W. Hanlon, Serrell, Pickering, Peters, Work, Wallace, and Veeder patents; and that suit is still pending.

Then that company set up the agreement it had broken, and we had withdrawn from, in a suit against us

in Connecticut, which, after a decision adverse to them, they abandoned last January.

This year, being freed from the cloud of that agreement, and suit to enforce it, we have proceeded with all diligence in the suits, and have brought eight other actions at law against that company, and the actual makers of its machines, for infringements of our Johnson, Shire, Moran, Work, Veeder, Latta, and Kirkpatrick patents; placing attachments on their property of the two concerns, to the amount of \$73,000, which, upon a contest as to the amount, the Court decided to be not unreasonable, and refused to reduce; and the defendants have not, so far, been ready to give proper bonds to release them. Thus, for divers infringements and breaches of contracts, we have twelve suits pending against that company, which are in the hands of the Court.

Retaliating, that company brought, a year and a half ago, a suit against us for \$205, for merchandise (which, as they owed us several thousands, we declined to pay), and another suit on the Hughes bearing patent, for which the English courts have decided the claim invalid; and more recently, another suit on a pedal patent, for a feature which we had used six years before the patent issued; and these three suits are pending against us. These are the only suits ever brought against us for infringement, and we believe that our reputation for never using any one's else invention, without purchase or license, is and will be well sustained by the facts and the best judgments.

Now, in this litigation, we are pursuing our legal rights honorably in the courts, and are ready to abide the decisions that may be rendered from time to time in each case. No one hearing or decision will decide the whole. We may not always be successful, but we are acting in good faith and upon a solid and well-fortified belief. We intend to assert and maintain our rights under those patents, wherever and whenever it may be necessary, according to law and the practice and decisions of the courts.

In the mean time we invite only candor and fairness of consideration for ourselves and our numerous licensees in the business, whose interests we are endeavoring to protect as well as our own; we shall continue the even tenor of our business way, and, as heretofore, endeavor to treat all justly; welcome all honorable competition; and be willing to share the results of our best efforts with others, for a fair consideration.

Very respectfully,

THE POPE MANUF'G CO.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$2.00 a Year.
5 cents a copy.

BOSTON, 2 APRIL, 1886.

Volume XII.
Number 22.

THE
VICTOR

Great Improvements

FOR

1886.

SEND FOR
ILLUSTRATED
CATALOG
FREE.

OVERMAN
WHEEL CO.

182

Columbus Ave.,
BOSTON.

San Mateo, Cal., Jan. 14th 1886.

Geo. H. Strong Esq.

Dear Sir,

We have ridden
many different Bicycles but we
have never had one that was
equal to the Victor.

The light weight, great
strength of the backbone and
forks, and the rigidity of the
wheels make the machine
"far excellence". We consider the
method of fixing the tire so
that they never become loose, the
easy riding suspension saddle and
the ball joints are either of them
sufficient to decide anyone in
purchasing a machine.

Yours respectfully,
D. Piikoi

A. G. Galkins
J. P. Cummins.
J. K. Piikoi.
E. A. Piikoi

THE
VICTOR

D. PIIKOI

IS

PRINCE DAVID

KALAKAUA

OF THE

Sandwich Islands,

AND

J. K. PIIKOI

AND

E. A. PIIKOI

ARE

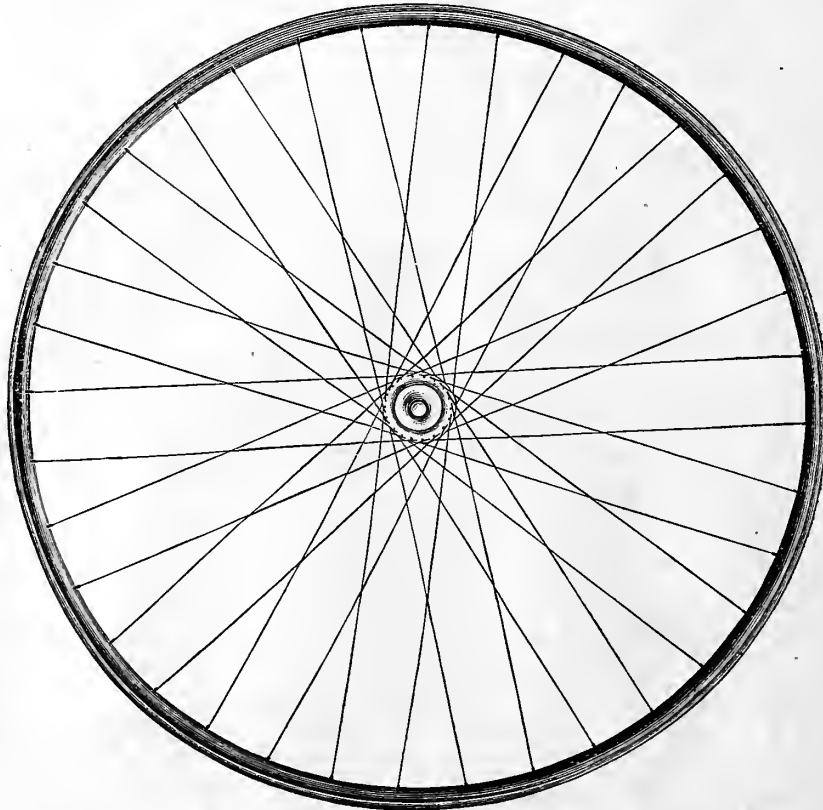
His Brothers.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ♦ RAPID" BICYCLES,

— WITH THE —

During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be the
strongest and most rigid
wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded *a Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGESIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.

Apply for Terms.

S. T. CLARK & CO.

Importers,

BALTIMORE, MD.

THE APOLLO BICYCLE

For 1886

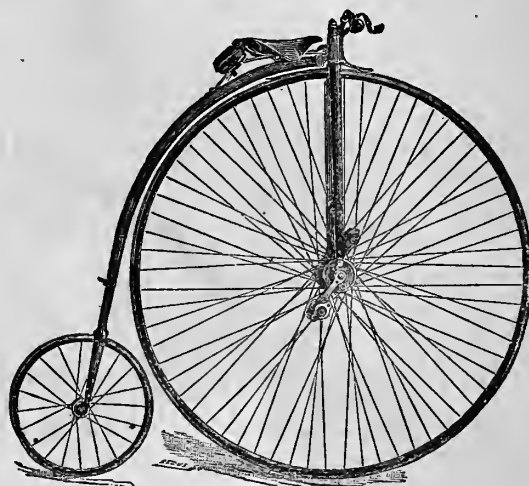
INCLUDES

Detachable Handle Bars,

Ball Bearing Head,

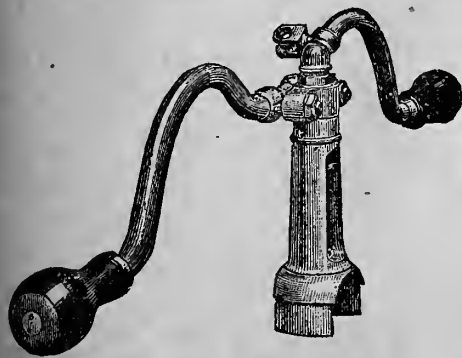
Bearings Brazed to Forks.

Weight of 50-Inch, 35 lbs.



THE APOLLO SEMI-RACER

New Detachable Bar. *Is same as above, only lighter. It has 3-4 $\frac{1}{2}$ inch rubbers to both wheels, and the Kelsey Ventilated Spade Handles.*



Weight of 50-Inch, 30 lbs.

This is the style of Machine ridden by
MUNGER on his 24-hour
record-breaking trip.

S. S. S.—The first consignment of 1886 Tricycles just received. Call and see *Singer's Straight Steerer* before purchasing. 40-inch drivers, 22-inch automatic steerer, hand and foot-power brake. *Singer's Patent Axle*, with four bearings. The strongest and most rigid light Tricycle ever built.

SPRINGFIELD AND TRAVELLER TANDEMS EXPECTED DAILY.

—1886 CATALOGUES NOW READY.—

W. B. EVERETT & CO., Sole U. S. Agents,
6 and 8 Berkeley Street, Boston.

DEER ISLAND, March 29, 1886.

Dear Editor:

Here I am at last safe and sound—rather early for seaside business, but the judge said I would be well cared for, and it will be quite warm before I get away—so decided to come (assisted by unnumbered big cops). Had my revenge, though. Had \$25 left before starting, which I invested in a lot of Stall's "Screamers," and gave them to the boys. We hear them way down here. Don't forget Stall's address, 509 Tremont Street, Boston.

Yours, in stripes and short hair,

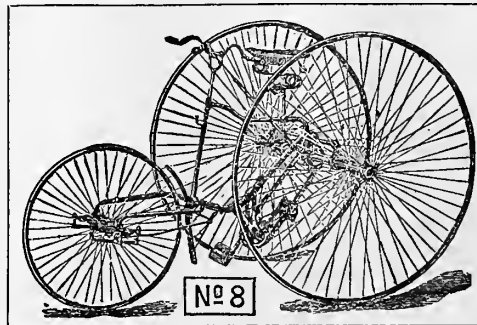
JAMES.

STANLEY SHOW QUADRANTS FOR 1886

—ARE READY—

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

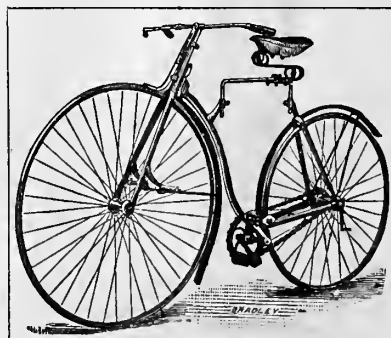
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.

THE Bicycling World

Published every Friday

—BY—

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

Entered at the Post Office as second-class mail matter.

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One year, in advance.....	\$2.00
Six months "	1.00
Three months "60

Special Club subscription received at \$1.00 if sent to headquarters.

Single copies are for sale at the following places:—
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.

Julius Wilcox 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER.

J. S. DEAN. F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 2 APRIL, 1886.

PUBLISHERS' NOTICE.

THE BICYCLING WORLD, hitherto published by E. C. HODGES & Co., will hereafter be issued every Friday by the BICYCLING WORLD COMPANY. Mr. Abbot Bassett having retired from the editorship and business management of the BICYCLING WORLD, all matters relating to the business management of the paper or of the BICYCLING WORLD COMPANY will be in the hands of Mr. C. W. Fourdrinier. The editorial department will be under the direction of C. W. Fourdrinier, J. S. Dean, and Frank W. Weston.

THE BICYCLING WORLD.

WITH this issue of the BICYCLING WORLD, now in the ninth year of its existence, the editorial control passes from the hands of Mr. Bassett into those of Messrs. Fourdrinier, Dean, and Weston.

The publishers deem it hardly necessary to formally introduce these gentlemen to the patrons of this paper, they being already so well known in wheeling circles as having been long connected with the cycling press.

Mr. C. W. Fourdrinier, the editor and manager, is an old cyclist, and for some time his name appeared as editorial contributor at the head of the WORLD. While acting in this capacity, he gave to the columns of this paper a number of valuable articles, crisp, easy, and readable. Those who remember his bright, chatty and interesting letters over the *nom de plume* of "Handy Andy," published in the *Wheel* some years ago, will realize what an admirable acquisition he is to the paper.

Mr. J. S. Dean really needs no introduction of any kind, as his name has been closely identified with the WORLD as editor and contributor for more than five years. As "London W.," his writings have been a source of unqualified pleasure to the readers of the paper. As a rider of all the varied classes of cycles together with a thorough knowledge of the construction of machines, the study of which he has made a specialty, his descriptive articles have done much to make the WORLD an authority. It is Mr. Dean's intention to contribute similar descriptive and critical articles, and it will be his aim to give the readers of the WORLD the results of his investigations and experience. As "London W.," he will continue to delight our readers with his breezy treatment of current topics.

Mr. Frank W. Weston, one of the first, if not the first, to ever cross a bicycle in this country, and for many years identified with the pioneer firm of cycle importers, will aid in keeping the WORLD to the fore. Being the founder of this paper and its first editor, he again becomes an active factor in its welfare and success. His long and varied experience, and his familiarity with cycling matters here and abroad, guarantee to our patrons the utmost satisfaction in the reading of his future contributions.

Mr. A. J. Wilson, of London, England ("Faed"), will continue to furnish the WORLD with the latest information on matters connected with the trade abroad. His letters on this subject have proved of great interest and value, not only to the rider, but to the importer and dealer. There is no one better qualified to intelligently treat subjects requiring a thorough and intimate knowledge of the cycling trade and manufacture.

The publishers are arranging to have a competent news correspondent and business agent in every cycling centre. It will endeavor to have its own report of every wheeling event. Arrangements are almost completed with one of the brightest of English cycling writers for a newsy letter on wheeling matters abroad.

Club doings and the chitchat of club life will receive more attention than heretofore, as the publishers aim to encourage these bulwarks of the pastime. These club notes, together with the letters from the various cycling centres, will make the WORLD a medium of intercommunication between wheelmen everywhere, and in a large degree divest its columns of a too local coloring of our home city. In other words, the publishers will make the WORLD cosmopolitan. All the regular departments of the paper will be kept up, and others be added as occasion demands.

In conclusion, the publishers feel that they will have the hearty co-operation of the trade, and the patrons of the pastime and the sport, in making the WORLD the unqualified success they intend it shall be.

OURSELVES.

THE publishers occupy a large part of our space this week with announcements of what they propose to do. It seems but meet and proper that we, who would endeavor to instruct, edify, and please, should have our chat with those who will sit in judgment on our work. We have been introduced to you in terms of flattery and commendation, our modesty forbids us indorsing, and we now make our obeisance.

Cheerfully and hopefully we take the responsibility "Atlas" has so long upheld and receive the WORLD upon our shoulders. For better or for worse, for weal or for woe, the future will deter-

mine. For our part we shall perform the duties imposed upon us by our exacting publishers, we trust, in a manner to their satisfaction and to yours. Our object is to edit this paper so that its weekly issue will be looked forward to with pleasant anticipation by a constantly increasing constituency. The solid and the light, the practical and the breezy, facts and opinions, will be served in such proportions as will form a palatable *melange*, to suit all tastes.

With fearlessness we shall utter our opinions, always carefully endeavoring to be just; commending all actions worthy of praise; treating, according to our light, all with equal consideration; but not hesitating to denounce all unhallowed things; — endeavoring by the fairness of our criticisms of men and matters to merit respect and consideration.

We shall seek to build up our paper by investing its columns with interest and intrinsic worth, having in mind a friendly consideration for our contemporaries.

OUR POLICY.

WE deem it desirable, at this time, to define our attitude on important matters affecting the cycling world.

The L. A. W., our national organization, will receive the hearty support and co-operation of this paper, reserving the right always to criticise when its action seems to us detrimental to its own permanency and the welfare of cyclists.

The international club, the C. T. C., having a considerable support in this country will be upheld by us in any endeavor to further the interests of its American members.

As to any other organizations which may be formed from time to time to meet the wants of any section or considerable number of wheelmen, if the motive is found to be an honest one, such bodies will receive a helping hand and encouragement from us.

The amateur question being of such broad and vital importance we shall deal with this as occasion may require.

We now come to a question on which our position has been misrepresented. We refer to the legal controversy now going on between prominent houses in the trade. Certain parties have taken on themselves the responsibility of defining our attitude in advance of this management assuming control of the paper. Heretofore the WORLD has owned "an

exclusive" in reporting the facts in connection with this matter. Appreciating that vital interests to wheelmen and the trade are involved, we shall continue to give details as developed from time to time.

If misstatements appear in the columns of the WORLD its pages are always cordially open to any one for the purposes of correction.

We, however, cannot be restricted in our right to use fair criticism, if we think we detect in the action of any party an improper motive. In fine, we aim to be just and impartial, but ever on the alert to guard the interests of the trade and wheelmen; and, as we stated above, should errors and misstatements appear in this or any other paper, the columns of the WORLD will be gladly opened to redress any one thus wronged.

IF our readers will scan the legal news items in another column, they will be impressed with the careful inaccuracy displayed by the daily papers. It is a remarkable fact that in the instances referred to, only one report proved to be correct. THE WORLD will at any rate endeavor to be exact.

LOCAL cyclists and Massachusetts League officers will please note that a petition is being circulated protesting against the use of Beacon Street for railroad purposes. Will not the League be represented at the hearing to be held?

OUR exchanges and personal investigation indicate that the action of the Racing Board is stirring up considerable controversy and much feeling. Some of our semi-cycling papers are talking of new leagues.

THE proposed attempt to reinstate the suspects, if they are expelled, is, in our judgment, a mistake. It will be equivalent to a vote of censure upon officers who have faithfully carried out the rule of the League.

LOST, a club known as the Crescent Bicycle Club. The following description may aid in their discovery and return to their anxious friends: The club was composed of a fine, healthy body of young men clad in a neat gray uniform. Any one conveying intelligence of their pres-

ent whereabouts will confer a lasting favor on a host of admiring and sorrowing friends.

ON actual count at the Boston club-house the other evening it was found that there were thirty-three members who rode and owned tricycles, a pretty good proportion of the total membership. The Massachusetts Club also shows a tendency among members to more generally adopt the slower but safer and more comfortable vehicle.

An Intercepted Letter.

THE change in the management of this paper will, we think likely, cause some little surprise but it has been brewing for some time. Our office boy has been in a constant state of excitement ever since the new editor arrived and took up his arduous task of editing the WORLD. We are getting worried about that boy. He makes us nervous. We have always felt that we were rather attractive but we do wish he would not look at us so. He wrote a letter to his chum the first day the new contingent arrived, and invited him up to have a look at what he seems to regard as a curiosity. We managed to obtain a copy of the letter which interesting document we append.

dere jonny

yu ort 2 Hav ben up here to da i Had a bully time cos the nu edyturs kum in mister baset sed tu me sez he gud by Willyum i am goin to lev yu i am goin to start a nu papur wot wil mak it hot for sum peple wot i no & then he kumensed to ball & his stummik shuk lik ennything and i larfed. he Hadent ben gon but 2 minits wen in kums lundun W. with his plug hat on his hed lukin gest as nise as pi he giv me his dicer and kot to hold mi yud a thot he owned the blumin offis & then he sez 2 me sez he willy he kals me willy sot ov familyer lik he says yu wil hav to luk charp becos ther is goin 2 be a reglar rekud brakin edytur kum in here & yu warnt 2 keap yer ise wyd opin or get left i woz getin tyred holdin his kot & hat but he diddent sem 2 mind it a bit— Pritty sun in kum the nu edytur yu ort to hav sen him he wos the slikest lukin chap i ever seed mr lundun sez willy tak the gintelmans kot i sez wher is he & then mister lundun pinched mi ere mister 4drinere is the nu edyturs nam & he iz a dayzy ther iz another won pupa western thay kal him but hes sorter stuck up lik kum up & se em thay is the dandy lot of swels you ever sor but thay lev segars in the offis & that is i gratyficshun the nu edytur sed he wos goin out 2 se a man & giv me a sent 2 bi kandi wyth & sed he hoped i wud not mak mi self sik if he think he kan bi me fora. sent he is laburin under a dilushun i kep lukin out the winder & i seed wher he went willy.

We are Told

THAT the racing stud of Jack Prince will consist of the following mounts: A twenty-two pound racer, twenty-eight pound semi-racer, and a thirty-two pound tricycle, all built by Singer & Co., on Jack's own specifications, and under his personal supervision.

THAT Jack Prince will race on the tricycle this season for the first time in his life.

THAT Dr. Kendall cannot make up his mind which machine is the best.

THAT every judge before whom Joe Dean argues a case dies soon after that event.

THAT neither Dr. Beckwith nor E. C. Hodges will be candidates for president of the L. A. W.

THAT Burley B. Ayers is talked of strongly for that office.

THAT the St. Louis boys are ardent advocates of Kirkpatrick for the same place.

THAT the opposition to Ducker for the presidency is much stronger than was originally anticipated.

THAT the new Columbia Racer has the "Rapid" arrangement of spokes, and is a beauty.

THAT the L. A. W. tour has arranged a very attractive programme for 1886.

THAT the H. B. Smith Machine Company are having a big boom on their new Star, and that the orders run mostly on the higher class of machines fitted with hollow frames, silent ratchet and other improvements.

THAT Jack Rogers is again coming on from St. Louis with the grim determination to scratch up Corey Hill faster than has ever been done as yet.

THAT Capt. Peck is developing into the active and energetic officer, as was expected, and that the Massachusetts Club will have some large times under his leadership this summer.

THAT the Quadrant tandems are magnificent appearing machines.

THAT W. S. Atwell is introducing new life into the cycle department of Wm. Read & Son.

THAT Farrington has learned the value of the nimble sixpence through the medium of a real English lord.

THAT the Boston Club's show promises to be the leading attraction of the League Meet, not excepting Ducker's band.

THAT *The Cycle* has its domicile at 22 School street, and is as near the roof as we are.

THAT Schock *bought* the wheel on which he won the six days' race. This shocks us as being unheard of.

THAT Gormully & Jeffery mean business this year, and intend pushing things up to the top notch.

THAT A. G. Spalding & Bros. lost a large consignment of Spalding, Humber, and Premier machines on the ill-fated "Oregon," but that a new lot was shipped on the "Gallia," on 20 March.

THAT it is rumored that some mermaids have been seen on the shores of Long Island scorching, but that Spalding has brought suit in the Admiralty Courts, and put on an attachment.

THAT the *Turf, Field and Farm* remarks that "The 'makers' amateurs' scare is dying out. The idea of expelling every member of the League who rides a *particular* machine, is simply ridiculous. Why, the League would be a small affair if it was n't for the boys who ride 'one particular wheel.'"

THAT the members of the Lynn Cycle Club not wishing to be held individually liable are about to form a corporation.

THAT the Bermuda tourists have returned home safe, sound, hearty, and well browned, and enthusiastic about the islands they have been wheeling on.

THAT Stoddard, Lovering & Co., have received the first Royal Crescent trike, and are pleased to show it to all who care to call in at 152 Congress street.

THAT Gormully & Jeffery have been awarded first prize for "collective display of bicycles" at the New Orleans Exposition.

THAT there is to be a great international exhibition of cycles in Vienna, Austria, during the months of May and June, under the auspices of a number of gentleman of that city.

THAT Fred Lees is coming to America to go in for a seventy-two-hour sweepstake race, \$100 each, to take place in Minnesota.

If this is so,
Westward Ho,
Prince & Co.,
Ought to go.

THAT Schock thinks Morgan's offer of \$500 a side too little for a seventy-two hour race.

THAT Ducker's action in resigning from the Racing Board does not meet with universal approbation.

THAT the Hudson County Wheelmen are going to divide their fun by having a five-mile road race in the spring, and a ten mile when the days grow shorter.

The Board Right. Its Action Legal.

The procedure adopted by the League's Racing Board, in enforcing the provisions of the amateur rule being somewhat different from that used to carry out the laws governing the conduct of individuals in their relation to the public, has naturally caused some discussion. The assertion that the method is illegal has been quite general. To throw the burden of proof upon the accused, and to compel him to prove his innocence of charges before those charges have been substantiated by evidence, seems to most men to be despotic and unjust. But it is the result of the necessity of the case. It is not illegal and is not without its precedent. The League of American Wheelmen is a voluntary association formed for the mutual benefit of its members, with rules adopted by its members, or by its officers under power given them by the members. This gives it the peculiar character inseparable from voluntary associations of which clubs and organizations like the League form a class. The League has adopted, in a proper manner, rules to govern the conduct of its members. It then by a vote, which I presume was a legal one, and within the power of the board of officers to pass, calls upon certain members to prove their innocence of the charges made against them. This seems unjust to the accused and the illegality of the action is raised. In the case of *Dawkins v. Antrobus*, 17 Law, Rep. Ch. Div. 615, where a member had been expelled from a club, the Master of the Rolls thus expresses himself on this point of whether a committee should prove the charges made:—"I must not forget that committees of this kind do not act, and are not expected to act, on strictly legal evidence; nor should I wish them to be confined to anything of the sort. A committee in arriving at a conclusion, may be—I will not say 'biased,' because that is a hard term—but may be drawn

to a conclusion by one of a great many circumstances, which are perfectly notorious and well known in the club, and perfectly true in fact and in every detail, though not at the moment proved before them." In the statements and points for the defendant in the famous case of *Loubat v. Le Roy*, Treas. Union Club of New York, this language in reference to the case of *Dawkins v. Antrobus* is used:—"In respect to the first ground of objection the Lord Justices did not for a moment stop to consider whether any notice had been given him to appear before the Committee. They only inquired whether natural justice had been satisfied by giving the plaintiff an opportunity to state his defence or make an explanation. They then pointed out that this requirement had been fully met by the letters which the committee had sent to the plaintiff calling his attention to the facts and asking for an explanation." Could the Racing Board have any stronger endorsement of their method of procedure than the above case? The inability of the committee to compel the attendance of witnesses is in itself sufficient to warrant it in acting as it has in relation to those who are members of the league. The difference between this case and that of an ordinary judicial proceeding is very apparent. In the latter the judges do not institute the proceedings; they are supposed to have no interest in the result and base their decision on the facts as presented to them, and on the rules of law established to best meet the wants of a multiplicity of cases. The duties of a committee is well stated in the brief in *Loubat v. Le Roy*. "It is charged with the duty of securing a just result. Its conduct has been exhibited by a member injurious to the interests of the club, the committee must not wait for an accuser. It must institute the proceedings, make the investigation, ascertain the truth by the employment of the best means within its power, and pronounce the just sentence." Any society may make rules by which the admission and expulsion of its members are to be regulated, and the members must conform to those rules, and where there is no rule as to expulsion and no property in which the members have a joint interest, a majority may remove any member; but before doing so must give notice to him to answer the charges made against him and an opportunity to make his defence.—*Innes v. Wylie*, 1 C. & K., 257. The social character of a club is its most distinctive feature, and where, in the *bona fide* exercise of a discretionary power given a majority, a member is expelled, a court of equity will not consider whether that discretion was rightly or wrongly exercised and will not go into the circumstances of the case further than to satisfy itself that the action has not been merely arbitrary or capricious.—*Hopkinson vs. Marquis of Exeter*, 37 L. J. Chanc. 173. There are several decisions all tending to support the action of the board. The League had established a rule, as it had a right

to, to govern the conduct of its members. This rule was continually broken until the power of the League was weakened and its rules brought into contempt. The infringement of its rules was notorious, and it was necessary to protect its own interests and those of a majority of its members by prompt and vigorous measures. These had been taken and the only effective method of procedure adopted. After a careful consideration of the matter and an examination of such cases in point as were accessible, I am of the opinion that the racing board's action in regard to the members of the League has been perfectly legal. I think there may be a very serious question whether international comity would not make it unwise to take any action in regard to non-resident wheelmen so long as they are considered as amateurs by their own governing bodies.

J. S. DEAN.

Brooklyn Notes.

ALL indications point to great activity in the ranks of our many bicycle clubs. And here is just the trouble. We have got too many clubs altogether. I hope to live to see the day when we shall be able to have one or two respectable organizations like you have in the city of beans and fog. One thing sure, Brooklyn will be with you strong and heavy next May. I hear lots of talk about going to Boston, and I am laying my plans to be with you myself, as so far I have not missed a single meet.

Reports are wrong, that state A. B. Rich will not race in the prominent events this year, as he will race under the colors of the K. C. W., and we, of Brooklyn, look with great expectation on his performances.

By the way, I wish the WORLD had sent a representative over to the races of the Ilderan Club. They were quite a success, and what makes the boys feel good, the treasurer reports a balance on the right side.

Progressive euchre and the amateur question are alike convulsing society. A couple of very prominent wheelmen of our city got pretty hot over the question the other evening, so I understood. For my part, I am going to emulate the example of "Brer Fox" on this question,— "lay low and say nuffin'" — at least, until I am better posted as to the merits of the case, and then I will let fly the Parthian bolt.

By the way, the B. A. A. and the K. C. W. are hobnobbing in great shape. That is good. Two such good strong clubs ought to be thick. We need their example and support. More,

ANON.

Didn't Get a Verdict.

JOHN S. McLEAN *v.* George Atwood. Action to recover \$300 damages for the value of a bicycle, and personal injuries.

Plaintiff was run into by defendant's team, on 30 June, 1884. Defence, general denial. Verdict for defendant. G. A. A. Pevey for plaintiff. E. B. Calender for defendant. Thompson, J. This was purely a matter of facts, no new principle of law being involved. It seems McLean was riding along Clarendon street, and on approaching the point where that street intersects Appleton, he saw defendant about seventy-five feet away, coming along Appleton. McLean claims to have rung his bell and put on his brake, but defendant kept on his way without deviation. McLean then tried to turn into Appleton street, but could not turn short enough, hence the two vehicles came together. The jury held that it was an accident pure and simple, and hence gave for the defendant.

Prince and Neilson.

A MEETING took place at the *Globe* office between Prince and Neilson on Saturday last and these men arranged a match for a series of races.

Each man preferred but one race, but they could not agree on the distance. They finally decided to ride best two in three races for the championship of America and \$300 a side.

Articles of agreement were drawn up for such a series, and Prince, winning the toss for choice of naming the first race, put the distance at five miles. The second race will be for ten miles, and if a third is necessary the man winning the toss is to have the privilege of naming the distance, from one to fifteen miles.

Each race will be run one week after the preceding one. The races will be run under the rules of the League of American Wheelmen, with Abbott Basset, of Boston, as referee and Charles S. Howard, of Boston, as starter, each man being allowed to select two judges. The first deposit of \$100 a side was made by the backers of the men. The second deposit of \$100 a side is to be made tomorrow when the dates and track for the races will be selected. The final deposit will be put up one week previous to the first race. The first race will probably take place on the new track at Lynn, May 31, and the second probably at Springfield.

THE Lynn Cycle Club Track Association held a meeting at the rooms of the Lynn Cycle Club Friday evening, and incorporated with the following officers: President, T. A. Carroll; vice-president, S. S. Merrill; clerk, Edwin M. Bailey; treasurer, William Forsyth; board of directors, T. A. Carroll, S. S. Merrill, W. A. Rowe, J. H. Thurman, E. G. Gordon, George Butler, George Porter, William Bond and W. W. Stall, of Boston. The track will be in condition to race by 1 May, and will be three laps to the mile, a dead level, with raised turns, and it is expected to be as fast as any track in the world.—*Boston Globe*.

THE

R	U	D	G	E
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Prices for 1886 are as follows:

RUDGE LIGHT ROADSTER	—	—	—	\$135.00
AMERICAN RUDGE	—	—	—	107.50
RUDGE RACER	—	—	—	140.00
RUDGE SAFETY	—	—	—	135.00
RUDGE ROTARY TANDEM	—	—	—	220.00
RUDGE HUMBER TANDEM	—	—	—	255.00
RUDGE CRIPPER TRICYCLE	—	—	—	185.00
RUDGE CENTRAL GEAR	—	—	—	175.00

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STODDARD, ✕ LOVERING ✕ & ✕ CO.

152 to 158 Congress Street, Boston, Mass.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

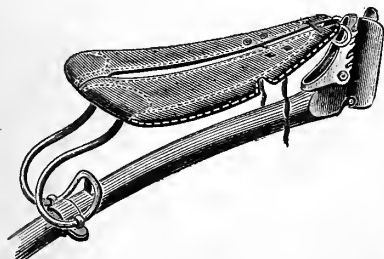
These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. G. WOOD & SON, Jewellers, 444 Washington street.



Adjustment in Height in Front.
Adjustment in Height in Rear.

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, **\$5.00.** Price of Coiled Spring, with Straps, etc., for Old Saddles, **75c.**

FREEMAN LILLIBRIDGE, - - - Rockford, Ill.



BEFORE DECIDING

On a Bicycle or Tricycle, Examine or send Stamps for Large Illustrated Circular of the

ROYAL MAILS!

OFFERED AS THE

Finest Wheels in the Market.

LOOK AT THE IMPROVEMENTS. ALL PARTS NOW INTERCHANGEABLE.

Prize for most Road Work on one Wheel in 1885 won by a Royal Mail. 5,056 Miles.

Book your Orders in Time!

A GREAT SUCCESS!

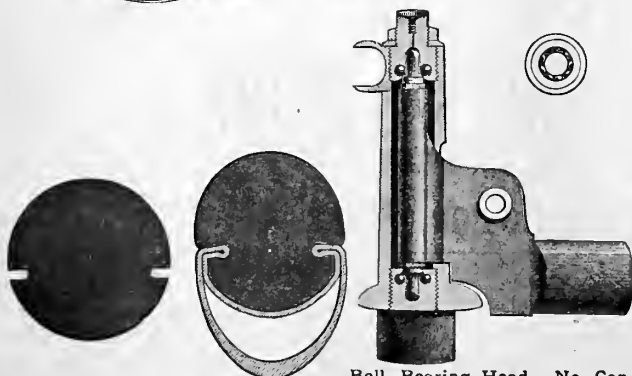
We have got THE Wheel!

Since the very first lot of these 1886 Model Royal Mails were received there has been a great demand for them. Orders from all parts of the country.

BOOK YOUR ORDERS!

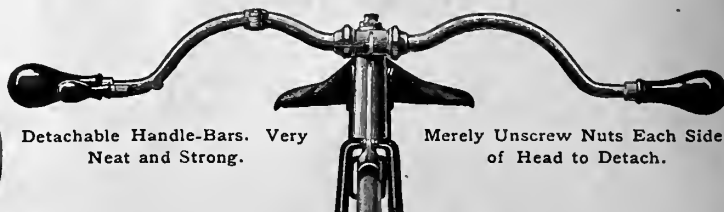
Don't purchase a wheel till you get a Catalogue of this superb Machine!

Send stamp for FULL description, just out!



New Grip-Fast Rim and Tire, needing no Cement. No Seam. No Thin Edge on Rim to Dent. Holds Firmer than Cement.

Ball-Bearing Head. No Constant Tightening Up Necessary. Can be used 6 Months without Readjustment or Oiling.



Detachable Handle-Bars. Very Neat and Strong.

Merely Unscrew Nuts Each Side of Head to Detach.

ADDRESS,

Wm. Read & Sons, 107 Washington St., Boston,
Sole American Agents.

Jack Easy's Letter.

No. 7. *Jack is modest, but not lazy nor subdued. A good blowing up. The Kilkenny cat business. What is due the great public, and why. The "genial Colonel" and the "pretty President." The power behind the throne. What a cow knows about cycling. Conclusions and facts. A terrible threat. Poor "Papa Weston." Anti-sociable tandemons. Jack Easy to the rescue. Jack is a sociablist and a Nemo. An interruption and a promise.*

THAT so much time has elapsed* since I last inflicted a patient cycling public, is due. I must confess, more to force of circumstances than to any humane considerateness on my part. Reading is one thing; writing is another; and of the two I am inclined to think that my *forte* lies rather in the direction of the former. "Lazy," did you say? Not a bit of it! But, amid the galaxy of talent which now contributes to the adornment of your pages, I feel that any poor efforts of mine must shine,—if they shine at all,—with a very subdued lustre; and, in spite of Fortune's kicks and frowns, "subdued" and "Jack Easy" have not yet become synonymous. If in what I have to say, my unaccustomed pen enforces this too vigorously, I have no doubt you have a W. P. basket handy, and rejected MS. still rules, I suppose, at something per pound.

I feel it my duty to sternly and unflinchingly proceed to give you what I can best describe as a good blowing up, and a good one I intend it to be, I assure you, for I consider you have been guilty of so grave an omission of important information from your columns that, as no one else seems to call you very seriously to account about it, the ungracious task of doing so shall be mine. Why don't you keep us posted in the "Kilkenny cat" business, when there is any "Kilkenny cat" business going on? True, in a late number of the *World* you gave us a most interesting and ably written report of the Pope-Overman (please, gentlemen, pardon, the "Kilkenny cat" aspersions) affair up to this point of its development before Judge Colt at Providence, and in so doing you did much to atone for your previous lapses; but bless you, this thing has been going on since 1882, and from then until now it seems to have been of such absorbing interest to the participants and to yourself, that none of you could spare the time to give to us, the great public, that specific information which was clearly our due. Our due! of course it was our due, for have not we, the said G. P. been the providers of those sinews of war, without which lawyers cannot wax fat, nor patent experts acquire that profundity of special lore which is so necessary for the conscientious verification of their respective lawyers' courteous claims, about the opposite side being either knaves or fools or liars, or, perhaps and probably, all three?

The "genial colonel" and the "pretty president" may be under the impression that they pay the bills; but that is an hallucination, they do nothing of the kind. It is we, the G. P., who attend to that little matter, and that is why, after all these years, we begin to feel a strong desire to rise in our might and demand to know why the details and particulars of this "Kilkenny cat" business have been withheld from us so long. The "pretty president" seems to say nothing, and to tell you the truth I rather like him for it. But for you, Mr. Editor, I have no word of commendation. For the past three years you have been in duty bound to keep me, and the rest of the G. P., thoroughly informed of all the facts pertaining to this great case, and you have done nothing of the kind. What little information I have been able to gather has been culled mainly from the pages of the daily press, and the daily press, as a rule, knows as much of things pertaining to cycling as a cow does. I am indignant, the G. P. is indignant, that you, its admired and esteemed, should have been so derelict in your duty, and my object in writing is to warn you that it must not occur again. We don't object to your "wholesale oppression" but we prefer to have you give the facts and let us draw our own conclusions which may or may not coincide with yours. But if you won't do this, and if you will continue in your evil courses and leave me to the doubtful influences of a corrupt and partisan daily press, I declare, I shall be obliged to stop my paper. And with this terrible threat I will, for the present, leave the subject.

Poor "Papa Weston!" little did you suppose, when years ago you were arguing in favor of the principles on which the first tandem tricycle was afterwards built, that a race of anti-sociable tandemons would ever assail you. But they have done so, nevertheless; another proof of man's ingratitude to man. I would that I could emulate the quiet dignity of the silence in which you have received the attacks of this horde, and continue to them all, from "Ixion," through "London W" to "Faed," the obliviousness which they have merited. But, much as I dislike taking my pen in my hand, when I once get started I am not easily stopped. Besides, I want it to be placed on record that I, "Jack Easy," am a Sociablist and a "Nemo," and that I cannot sit idly while our chosen type of vehicle is calumniated.

"Come in! What is it boy? Copy? Oh, yes! Well, take this. Tell the editor I was only just beginning to warm up. Perhaps next week I will send him some more."

JACK EASY.

J. P. Mills, of Liverpool, will shortly attempt to recover for the bicycle the Lands End to John-O'-Groats record now held by Mariot on a tricycle.

The Speedwell Show.

(Specially Reported for the *WORLD* by FAED.)

THE fifth annual exhibition of the Speedwell Bicycle Club, of Birmingham, opened on Saturday, 13 March, at Bingley Hall, Birmingham, and remains open until the 20th, having been postponed from the beginning of February. There is a good display of wheels, but only a very few of the best known firms, and nothing like so representative a display as the Stanley Club exhibition in London last month. The noteworthy novelties of the show can be counted on one hand, everything else having been displayed at the Stanley show, so that I will not weary your readers by describing what has already been treated of, confining myself to items of interest.

Rudge & Co. have added an arrangement whereby their tandem tricycle is now convertible into a single, a double, or a treble machine, for one, two or three riders. This, the "Crescent" tandem, was shown in its single and double form during the last days of the show last month, it being an imitation of the Quadrant tricycle, with horizontal fork steering instead of the Quadrant slides; in its tandem form a rider of either sex sits behind the axle, with side handles, the frame being properly balanced to prevent tipping up; and for a third rider the latest addition consists of a saddle mounted above the 26-inch front steering wheel, a pair of cranks, cogwheels and chain being added *à la* "Kangaroo" bicycle, to gear up the said front wheel; and a U handle bar is added for the front rider to steady himself by, although the steering has to be done—as in the single or double machine—by the central rider only. This should be very fast, if the joints will bear the strain; but I am afraid that the root of the V-shaped horizontal fork will have too much strain thrown upon it to withstand the weight of the front rider so constantly dragging on it.

The Quadrant Tricycle Co., for the first time, came out with a bicycle, this being a Rover pattern Safety having a 34-inch driving wheel and 26-inch steerer, the latter being mounted in a frame exactly like the Quadrant tricycle. There are two forks, as in the Rover, but both formed of round tubes, and the steering part is almost upright.

S. Goodby has a ball-bearing head which has been on the market for some time, although very little known. It consists of an ordinary Stanley head with recessed ends to the centres instead of sharp conical points, and in each of these recesses a large-sized steel ball works, one above and one below.

The "Caroche" sociable is now made with a T frame supported on three axle bearings, and with central-gear cranks for both riders.

W. Andrews exhibits a dwarf safety, not geared up, but with an arrangement of swinging levers giving a motion somewhat of a cross between those of the Facile and the Xtra.

*Page 201, No. 13, Vol. I., *Bicycling World*.

The Cunard tandem, which created such a favorable impression at the Stanley show, is further improved by having the horizontal bar above its axle replaced by two sliding tubes to shift the load balance. This machine, like the Quadrant tricycles, is reducible to twenty-seven inches in width by removing the fly-nut on one end of the axle-frame, so that a driving-wheel with half the axle draws off.

In accessories, Lamplugh and Brown have a first-rate contrivance for securing a luggage bag on to the backbone of a bicycle. This is called Lamplugh's folding luggage carrier, and consists of stout clips for permanent attachment to the backbone, movable arms hinged to a common centre, lying flat on the backbone when not wanted; but when it is desired to attach the luggage-bag, these arms are opened out when they stand across at right angles to the backbone, and cannot be shaken out of position. *The bag is an M. I. P. bag with two longitudinal springs down its back. The ends of these springs project at top and bottom of the box, and can be inserted into slots formed in the ends of the jointed arms, the springs bending to allow insertion but keeping stiff when inserted and preventing the box shaking loose. As an additional precaution, a central leather strap circulates both the bag and the backbone.

W. Morgan, in addition to his light chains, displays a joining-up link whereby each chain can be opened or closed without forcing a link apart, and without the use of tools.

Edge's chain is a novelty in its way, consisting of sides to the links which are stamped with orifices whereby the rivet can be easily slipped out of the link, every link of the chain being thus detachable; but it does not strike me as being at all a strong arrangement.

Dewey's Safety Bicycle contains an arrangement whereby the action can be adjusted for verticality. It is a Rudge-pattern dwarf bicycle, with Kelsey's brackets for the chain wheels, but instead of the fork-ends, carrying these brackets, being rigidly connected to the upper forks, they are connected only by an annular joint on the axle, and a series of teeth is cut on the face of this annular joint, gearing into a corresponding series of teeth on the face of the fork end, so that the lower ends of the forks can be adjusted either in line with the upper, or turned forward, or backward, as may be desired.

G. Townsend & Co., bring out a saddle on the American principle, consisting of a skeleton frame formed of bent wire, over which the leather is stretched and laced, the skeleton frame being supported by two spiral springs.

W. D. Welford, the photographer, has some novelties in the shape of grotesque figures, on foot and mounted on bicycles and tricycles, drawn by hand, and photographed without heads; any portrait negative can then be fitted

* Evidently a copy of Zacharias & Smith's luggage carrier.—EDITOR.

on to the figures, forming comical caricatures at the same time as perfect facial likenesses.

The weather remains very cold, and Bingley Hall is exceedingly chilly. Kaufmann & McAnney are performing twice daily on an improved platform; and, needless to say, the expert Americans are taking "Brum" as they took London, by storm.

BIRMINGHAM, 15 March, 1886.

CURRENTE CALAMO

HM!

Well!

What do you think?

Men may come and men may go, but the WORLD goes on forever.

YES, papers may live and papers may die, but the WORLD's staff habitually drinks at the fountain of perpetual youth.

HAVE you seen Bassett's bantling? It was born to day, and is christened *The Cycle*. We have no doubt it will prove an interesting and bright child, and worthy of being coddled by all wheelmen. We wish the father every success and that child a long and healthy life.

WE await with interest the receipt of English papers. We want to see how the Racing Board's bombshell struck on the other side.

WE fancy the N. C. U. executive will sit up when it realizes that the L. A. W. has done what it did not dare to.

WHAT very necessary article of gentlemen's attire does the Racing Board resemble? Why, suspenders of course.

THE last heard of the plucky Stephens he was pershian his wheel through the realms of the Shah.

ANOTHER war is in progress. This time on the Pacific Coast. The result of a triangular fight for the office of Chief Consul for California, is regarded as vital to the welfare of the league in that State. The contestants are R. M. Welch and E. Mohrig, members of the same club, and Harry Greene. It looks as if Greene would be successful.

DRIVEN to desperation, Abbott Bassett and his colleagues have adopted a measure which promises to result in more injury to the league in a few weeks than the makers' amateurs could have wrought in years. The suspended riders, together with their friends and club-mates, are thoroughly disgusted, and meetings are to be held, at which resolutions condemnatory of the racing board's action will be passed. Unless the high moguls draw in their horns with as little delay as possible, it is by no means improbable that the L. A. W., as far as racing is concerned, will go to the wall, and that a new and more liberal association will be formed.

—*Sporting and Theatrical Journal*.

Another war is imminent!

THE Fanenil House will now display the league sign this spring.

CHIEF CONSUL DUCKER has appointed Fred Burckes league consul for Somerville, and T. M. Cunningham for consul, Clinton.

DON'T forget to send to Stoddard, Lovering & Co., No. 152 Congress street, Boston, seventy-five cents for a bottle of Ardill's Liquid Enamel. With it you can make your bicycle and tricycle look like new.

We are glad to welcome "Jack Easy" back to our columns after his long absence. His strictures are severe, but perhaps we—that is, our paper—have deserved them. Jack will hardly have another opportunity for like comment. His defence of the *steadily and stolidly* going sociable will be looked for with interest. The Tandemon side of the question has been presented *ad lib.*, but the Sociable is still the admired and preferred of many riders. It argues well for their faith that hitherto they have been content to ignore the many items, witty and otherwise, in which their chosen vehicle and its merits have been decried.

H. B. Hare has sold the right to manufacture the Paradox Oil Can to the Weed Sewing Machine Co., of Hartford, Conn.

The Suffolk Wheel Club of South Boston was re-organized on Monday last and chose the following officers: President, J. F. Charnock; vice-president, C. S. Willes; captain, Gid. Haynes; 1st lieutenant, A. G. Collins; 2d lieutenant, H. A. Thayer; secretary, — Priest; treasurer, — Osborne.

IF you want anything in the line of cycle sundries you will do well to send to Stoddard, Lovering & Co., No. 152 Congress street, Boston, for one of their large catalogues.

YOUNG LARKS, of the "Too Too" B. C. called in and tells us that the scheme of C. C. Ducker to have one brass band to head the L. A. W. parade was causing some dissatisfaction among clubs who will have to take the tail end of the line, and that in consequence of this, Mr. Ducker has made large contracts for hand organs, to be placed at short intervals in the line. This is as it should be. We may as well do the thing up brown while we are about it. Mr. Larks also adds, he hears it rumored that a small contingent of monkeys will be secured to parade in conjunction with the hand organ contingent. Now, if the genial C. C. will only secure a trick mule and camel, our cup of satisfaction ought to be filled to the overflowing.

MR. S. A. MERRILL has accepted the chairmanship of the League meet finance committee.

WE are informed that the Springfield *Wheelman's Gazette* Publishing Company has been dissolved. The business will hereafter be conducted solely by the only Henry E. Ducker, and the paper will be published under the name of the *Wheelman's Gazette*.

Legal.

The *Boston Herald* says: "The Overman Wheel Company placed an injunction on the undelivered copies of last week's edition of the Springfield *Wheelmen's Gazette*, for alleged breach of contract in allowing the Pope Company to occupy the first page of the paper with its advertisement, when, as it is averred, the former company had a contract with the publishers which entitled them to the disputed space. Out of the trouble a discussion has arisen among the proprietors of the paper, one of them going so far as to file proceedings to dissolve the concern." We find, on investigation, that no such proceedings have been taken by the Overman Wheel Company, but that the publishers of the *Gazette* did insert the advertisement of the Pope Manufacturing Company in the front page, which the Overman Wheel Company claims it was entitled to by agreement.

The *Sunday Globe* said that the Overman Wheel Company had given a bond and dissolved the attachments placed upon it. At that time there was not a word of truth in the statement.

The *Boston Herald* says in its issue of 28 March: "The Overman Wheel Company, manufacturers of tricycles, Hartford, Conn., has been petitioned into insolvency by creditors." On Saturday, 27 March, the same paper said:—"The petition of the Pope Manufacturing Company to place the Overman Wheel Company in insolvency was heard in Hartford yesterday. The proceedings were dismissed by the giving of a bond. The claim was on a contract between the parties, the Pope Manufacturing Company claiming about \$5,600 royalty. This case was argued before Judge Colburn some time since, and a temporary injunction asked for and denied, and again, recently, before Judge Gardner. The defendants demurred, and the court sustained the demurer. The case will now go before the full bench on an appeal. The statement of 27 March is, we believe, the correct one.

The suit of the Pope Manufacturing Company v. St. Nicholas Toy Company was commenced by the complainants filing on 23 June, 1883, a bill in equity on the United States Circuit Court for the northern district of Illinois. The bill set out that defendants had taken licenses from complainants to make certain styles and sizes of bicycles and tricycles, and had made several agreements to do certain things, but had neglected and refused to carry out the terms of the licenses and agreements. The bill prayed that defendants be compelled to render an account of machines made by them; pay the royalties found due by such accounting; be compelled to perform the obligations of the licenses; be restrained from making machines without stamping the word patented thereon; be restrained from making machines other than those stipulated in the licenses, and from violating any of the provisions therein, and be compelled to pay to complainants the

sum of \$10,000 and costs. The defendants filed answer to the bill, admitting some of the allegations and denying others. They denied the validity of some of complainants' patents, and alleged that some had expired prior to the time when they ceased to make returns to complainants, and denied that they infringed any of complainants' patents. They alleged fraud, and that complainants had not kept their agreement in regard to granting licenses to others. The defendants to original bill filed a cross bill averring fraud, intimidation, and extortion on the part of original complainants, and asked that they be compelled to pay all damages the defendants had suffered; that the licenses be declared void; and that the complainants be restrained from claiming any rights against the defendants under the patents in the licenses. To the cross bill the Pope Manufacturing Company denied all the allegations contained in it. To this the St. Nicholas Toy Company filed a replication that the answer was untrue, uncertain, and insufficient, and that they were ready to prove all the allegations in their cross bill. We have tried to epitomize from the voluminous records a brief and accurate statement of the issues. The suit was heard some weeks ago, and decision has been lately rendered. Last week we clipped from the *Boston Herald* a statement to the effect that the decision was in favor of the Pope Manufacturing Company on all the points. This, we understand, was inaccurate. We are now awaiting a copy of the decree, when we hope to place the facts before our readers.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Wants the Annual Meeting.

Editor Bicycling World:—There is only one more issue of the *WORLD* before the mail rate on constitutional amendments to the League will close, or rather before every one who votes at all will have sent in his ballot. Will you give me a chance to use that issue of your paper for an appeal to League members not to vote for the proposed amendment to Art V, which seeks to do away with our annual business meeting. I fully concur with the idea that we should never have given up the power to elect our executive officers instead of delegating it to the Board; but having put out of our own hands the choice of nearly all the officers whose duties bring them into direct relation with individual members, we will be foolish beyond expression if we throw away the only instrument through which we can control these. If there were nothing else about the annual meeting, it is a useful safety-valve; and

if, as has been said, members of the League are willing to devote a whole day to talking to no purpose, I can't see why our officers should wish to deprive them of the right to do so. If the only reason for abolishing the meeting is that it is expensive, we can much more wisely retrench by ridding ourselves of the nonsensical flummery of the parade, a solemn but somewhat ridiculous ceremony, that we ought long since to have outgrown.

Yours truly,

EDWARD J. SHRIVER
Sec'y N. Y. Bicycle Club.

2 March, 1886.

He says it's a Mistake.

Editor Bicycling World:—I have been given to understand by those who are so situated that they should know whereof they are talking, that it was through a misapprehension that the name of Mr. W. M. Pratt, of Brockton was left off the ticket for representatives nominated by several clubs.

This is a mistake that should be remedied, as the Brockton wheelmen are certainly deserving of recognition, and as Mr. Pratt is the present efficient representative from that district, and the president of the local club, I hope that those League members who have not yet voted will see that his name is on the ticket they send in. It can be there without necessitating the scratching the name of any other nominee, as Massachusetts is now entitled to twenty representatives.

It was my good fortune to be one of a party that during last season made Sunday tours to the different towns within twenty miles of Boston, and at no place that we visited were we as hospitably entertained as at Brockton on the two occasions that we went there.

I remember that on one of these occasions the City Club to the number of some thirty or forty riders met us five miles this side of Brockton, escorted us thither, where they had ordered dinner for our party at the best hotel in the place, afterwards entertained us with an athletic programme at their clubhouse, and escorted us several miles on our return trip.

Such a reception was quite unexpected by us, as none of our party were personally known to the Brockton men, and I mention the case merely as evidencing the spirit of the Brockton wheelmen, a spirit only too rarely met with now that cycling is no longer novel.

Very truly,

W. G. KENDALL.

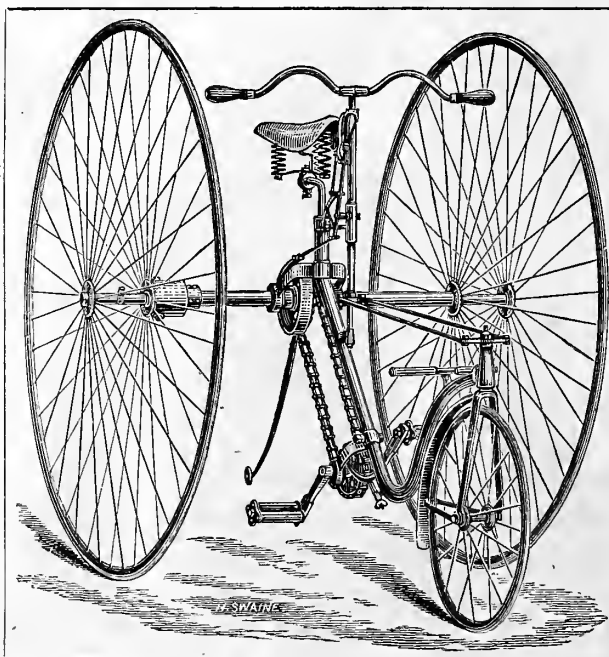
27 MARCH, 1886.

They Disband.

Editor Bicycling World:—The Big Four Tour will be no longer a feature of the future, as it has been decided here to-day to disband the association and hold the annual tour under the auspices of the L. A. W. There will be a certain amount of sentimental regret in the hearts of those cyclists who in the past have en-

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.

SEND FOR
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[*Inventions Journal*, May 16, 1885.]

"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, $7\frac{1}{2}$ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.
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AMERICAN CHALLENGE BICYCLE**For 1886.**

The PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the money EVER PLACED upon the MARKET.

PRICE, 52-INCH,

Standard Finish, Parallel Bearings,

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The G. & J. STRAIGHT, DROPPED, and COW-HORN Handle-Bars, in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES.

The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.

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The G. & J. PATENT BALL BEARINGS, if preferred, at an additional cost of \$12.00. These Bearings are unexcelled in their simplicity, and are DIRECT ACTING in their ADJUSTMENT.

The G. & J. BALL BEARING PEDALS, at an additional cost of \$5.00.

The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.

The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.

The G. & J. LONG DISTANCE SADDLE with attachment to tighten or loosen the leather at will.

FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED and WELDED STEEL, and Spokes are BUTT ENDED.

For further information concerning this excellent Machine, and the largest line of Cycles and Sundries manufactured in the United States, send for new 48-page Catalog, to

CORMULLY & JEFFERY,**Manufacturers of Bicycles and Sundries,****222 and 224 NORTH FRANKLIN STREET, CHICAGO, ILL.**

N. B.—Gormully & Jeffery make an Extensive Line of Bicycle Bells.

BARGAINS! BARGAINS!

A few 1885 Model ROYAL MAILS, slightly shop-worn, and some second-hands of different makes at very low prices. Send stamp for second-hand list.

WM. READ & SONS,

107 Washington Street - - - BOSTON.

joyed the glorious fun of these Big Four Tours, but we can feel that the changes will not be for the worse. We all transfer our allegiance from the Big Four to the L. A. W. Tour.

I have barely time to write you the facts, and add the programme of the intended tour under the new management, so that you can have it in time for your next issue.

The programme is:—

Leave Buffalo Sunday, 5 Sept., by rail to Canandaigua.

Monday.—By wheel to Geneva, and during the afternoon steam down Seneca lake to Watkins' glen.

Tuesday.—Forenoon, visit the glens in vicinity; afternoon, by wheel to Elmira. A Pullman will be waiting to convey the party that night to the vicinity of New York City.

Wednesday.—By wheel through New Jersey via Orange, Riding district, and Newark to Jersey City, where wheels will be placed aboard the Old Dominion steamer and the party will cross ferry and stop at a hotel in New York.

Thursday.—Will remain in New York and vicinity until afternoon, when will take steamer for Old Point Comfort, Va.

Friday.—On Atlantic Ocean en route to Old Point Comfort. Friday evening we arrive at hotel, Old Point Comfort, where a grand hop will be given.

Saturday.—Leave on evening Pullman train for Staunton, Va.

Sunday.—Arrive at Staunton by wheel down Shenandoah valley the next three days. Parties will be quartered in separate towns at night, excepting at Luray cave. The tour will end at Harper's Ferry, from which railroads leave in all directions.

R. R.

BUFFALO, 28 March, 1886.

Prince puts up Money.

AFTER an absence of some time in England where he has been revisiting the scenes of his childhood and hobnobbing with his old friends, J. S. Prince returns to his adopted country with blood in his eye. He sought a representative of the WORLD and poured into his ear a plaintive tale of his woes. Going back to his initial race in the United States, when at Hingham he astonished and opened the eyes of the so-called flyers of that day,

and set going rumors as to his then doubtful identity, he followed his varied career down to the present day. As space will not permit us detailing all he said, and what is really a matter of history, we will come to the more interesting question of the disputed title amongst the pros. Mr. Prince claims that while in England Neilson took the opportunity to throw down the gauntlet, but limited the time it was to be picked up in, to two weeks. A compliance with these terms being a physical impossibility, Mr. Prince, on being apprised of these facts, and that Neilson claimed the championship of America, wrote to the *Globe* that he would return to Boston in two weeks prepared to ride a match with Neilson.

"Then," said Prince, "I saw Neilson and asked him to cover my money, but he made excuses and did not do so. I then went to the *Globe* office and made a deposit of \$50 to run him for his own amount. I want to settle this disputed point, as to who is champion, by riding and not by talking. Mr. Neilson or any one else has only to meet me in a fair manner and he will find me willing to accommodate him. My failure at Springfield was due to sickness. Some people seem to think that a racing man has no business to be sick. I was suffering from a bad fall I had while trying to break a record at Cleveland. I would refer all doubters to C. H. Potter, or to his physician who attended me. I told the doctor I was going to race at Springfield in nine or ten days and he told me I was foolish to think of it, and that I would not be fit to race any more that fall. But the money was up and I tried to get as much as I could of it. I got beat, but still I was credited with a mile in 2.37 even in the wretched condition I was. Neilson's fastest mile is 2.44 or seven seconds slower than mine, and yet he talks about claiming the championship. I have at last succeeded in making a match with Neilson, and both have put up \$100 each and will make a second deposit of the same amount."

THE next meeting of the committees which are to have charge of the League meet will be held at the New Marlboro Hotel, 10 April, at 7.30 P. M.

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

We want to make this department more complete and interesting than it has been hitherto. Will you help us and will you see that your club secretary does his duty?

The Citizens Club has out-grown its old quarters and is now house hunting. The men who are at the helm this year are: President, John C. Gulick; vice, N. M. Beckwith; secretary, Knight L. Clapp; treasurer, William C. Frazee; captain, Simeon Ford; first-lieutenant, T. C. Smith; second, H. R. Pool.

The Kings County Wheelmen have cast their ballots and the result has been that this choice of officers has been made: President, Robert F. Hibson; vice, Thomas B. Hegeman; secretary, A. C. D. Loucks; treasurer, Chas. Schwalback; captain, Ed. Pettus; first-lieutenant, W. L. Bridgman; second, J. D. Miller.

The Harlem Wheelmen are spending money in making their quarters more attractive. The officers are: President, W. H. De Graaf; vice, Wm. Dutcher; secretary, F. A. Ryer; treasurer, E. C. Parker.

The Ottawa (Can.) Bicycle Club is officered thus: President, Major John Walsh; secretary and treasurer, W. G. Hurdman; captain, F. M. S. Jenkins; first-lieutenant, S. M. Rogers; second, William Blyth.

The officers of the Binghamton (N. Y.) Bicycle Club are: President, M. C. Craven; vice, Austin S. Bump; treasurer, W. F. Sherwood; secretary, M. J. Corbett; captain, Gerry Jones; lieutenant, C. M. Bloomer.

The Atlanta Wheelmen, of Newark, N. J., have elected the following officers: President, W. S. Gregory; vice, C. A. Woodruff; secretary and treasurer, W. F. Coddington; captain, A. W. Snow; lieutenant, C. G. Halsey.

The Roselle Ramblers elect as follows: President, H. R. Benedict; secretary and treasurer, John L. Warner; captain, R. L. Stewart; lieutenant, T. H. Burnett.

The Gloucester Bicycle Club will be revived ere long.

OUR CARD.

We commenced making tricycles in the spring of 1883. At that time we took out a license from the parties claiming a control of the business, and paid royalty on all machines made and sold until the surrender of this license in May, 1884. This license was taken to avoid harassing litigation with which we were threatened.

We surrendered this license for two reasons: first, because we were entitled to do so by the provisions of the license (we having refused to take the license without the right to surrender it at our own election); second, because we were advised that we did not infringe any of the patents included in the license.

In the summer of 1884, after the surrender of our license, the Pope Manufacturing Company applied in the Massachusetts Supreme Court to Judge Colburn for a temporary injunction to prevent us from manufacturing tricycles, claiming that we were infringing their patents. This petition was *denied*, after a full hearing.

On 7 Feb., 1885, we made a contract with the Pope Manufacturing Company, under which we were to make bicycles and tricycles under their patents, and they were to use the Bown adjustable ball bearing patent for mutual considerations.

In 1885 we manufactured and sold about eleven hundred bicycles.

Subsequent to the making of this contract, the Pope Manufacturing Company sought to force upon us one of their regular cast-iron licenses. To those who have seen this paper, we need make no explanation of our reasons for refusing to sign it.

On 17 July these people notified us of the cancellation of this last agreement. On 14 Dec., 1885, we acquiesced in its surrender, leaving the ground clear between us.

On 12 Feb., 1886, the Pope Manu-

facturing Company brought to a hearing its suit in equity, to collect damages and royalty alleged to be due on our original license of 1883. We pleaded a demurrer and it was sustained by Judge Gardner. This decision has been appealed by them to the full bench. Their next step was to ask for a temporary injunction on the patents involved in the contract of 1883. This was argued before Judges Colt and Carpenter, in Providence, 4 and 5 March. *The injunction was denied*, with the remark that there was grave doubt of infringement, and the patent did not appear to be the foundation patent.

On 13 February they attached the property of the Ames Manufacturing Company in the sum of \$25,000, and our property in the sum of \$20,000 on five suits at law, claiming infringement. 3 March, they further attached the property of both companies for \$28,000, making attachments amounting to all to \$73,000. We asked the Court to reduce the amount of these attachments as being excessive, hoping to be able to have the Court look somewhat at the merits of the case, but the Pope Manufacturing Company's attorney refused to allow this, and the reduction was not made.

17 March the Pope Manufacturing Company paid our claim for \$202, and interest for about two years, with double costs, in order to prevent our getting a judgment against them. They claimed to have a defence against this suit till time for hearing on the merits of the case. On 19 March they brought an attachment suit against us in Connecticut for \$6,000 upon the contract of 1883, which had been surrendered, and their attorneys refused us one day's time in which to provide security and filed a petition in insolvency against us in Connecticut. 26 March we appeared at the hearing and gave satisfactory bonds for the claim, and the proceedings were dismissed.

This is where the matter stands at present. Why we have not furnished bonds to dissolve the attachment of \$73,000 may not be a matter of ability so much as one for which we have our own reasons. "A good wine needs no bush." Honorable dealing needs no advertisement.

We too believe in honorable methods, and we so thoroughly believe in them that we would not go so far as to inspect the works of our competitor without his knowledge, nor would we conspire with any of his employees to keep us informed as to his movements and manufactures, nor would we endeavor to buy up his friends and advisers.

This matter may be carried to such an extent as to prevent our putting our 1886 Victor on the market this spring. We may be obliged to wait the decisions of the courts, which will prove to all, what we are thoroughly convinced of, that we are right. We are anxious to make our defence before the courts, and shall endeavor to push the matter to a speedy hearing.

In our endeavors to break a hitherto successful monopoly, we have in mind the interests of all cyclers as well as our own, and although this is not entirely a "labor of love," we shall, if successful, be willing to relieve wheelmen of a part of the burden which they have hitherto patiently borne.

As far as we are accused of using the property of other people, we can simply say, it is not only untrue, but we can and will prove that out of the six dozen bunched patents there is not one of them, that relates to the ordinary cycle of to-day, which is valid.

There are two sides to every case, and this is ours. Justice cannot move too quickly for us, and on its decisions we rely. No amount of oppression can drive us from the field.

OVERMAN WHEEL COMPANY.

Boston Bicycle Club Show of Bicycles, Tricycles and Accessories

TO BE HELD IN BOSTON DURING THE LEAGUE MEET.

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The Chelsea Club is no more. A new one will be formed. "The King is dead. Long live the King."

TO CORRESPONDENTS

GORMULLY & JEFFERY. We congratulate you also.

FRIEND. If this issue does not suit you, read the next one, sure.

MAKERS' AMATEUR. Yes, we know. That's what you all say, but we are sorry, the Racing Board demands proof.

E. H. CARSON. Have sent you copy "Health on Wheels," as requested.

LOUIS BOUDRAIS, JR. We propose to give all the news, no matter where the shoe pinches. We are glad to receive your words of encouragement.

W. D. BAILLAIRGE. There are several papers devoted to the subject. Why not try an English one?

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C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 668 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: James B. Martine, Naval Office, Port of New York, New York, N. Y.; F. M. Tottingham, Keene, N. H.; H. Benj. Krenning, 2025 Herbert street, St. Louis, Mo.; F. Dayton Canfield, Jr., Mount Airy avenue, Philadelphia, Pa.; B. B. Craycroft, Jr., 1024 Spruce street, Philadelphia, Pa.

APPOINTMENTS.—Consul for Friendship, N. Y., E. G. Latta, Friendship, N. Y.; consul for Bellows Falls, Vt., Carroll A. Moore, Bellows Falls, Vt.

Special Notice.

THE bulk of the March *Gazettes* and of the C. T. C. mail were on board the "Oregon," sunk by collision off Fire Island on the 14th inst. Immediate steps for duplication have been taken, and members of the American Division may rest assured that the inconvenience of delay will be terminated as soon as possible.

FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

COLUMBIA TRICYCLE for Sale Low. Will take any offer as owner is going west and must sell at once. Address TRIKE, BICYCLING WORLD.

FOR SALE CHEAP.—48-inch Special Facile, nickel and enamel finish; new last December; ridden very little; good as new. Price only \$120, cost \$139. F. A. CLAPSADEL, Jamestown, N. Y.

BIG BARGAIN.—One 50-inch Standard Columbia, ball bearings, nickelled all but rims, cowhorn bars, fine condition, only \$55. S. J. FRANCIS, Fitchburg, Mass.

RACING MEN.—If you want to buy a good racing machine, write to us; all sizes in stock; prices low. STODDARD, LOVERING & CO., Boston, Mass.

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BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, \$70; one 54-inch Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE.—One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

B. SCHULENKORF & SON, MERCHANT TAILORS,

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For touching up or entirely re-enamelling
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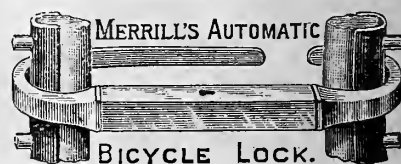


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Patent March 2, 1886.

For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook alike, and locks through the small wheel on the two prongs of the fork, just under the felloe. Nickel Plated. Sent post-paid on receipt of \$1.25.

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THE CYCLIST

Christmas Number.

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Comically depicting all manner of cycling episodes, in addition to numerous smaller illustrations, comprising headings, incidental side sketches, *fac-similes*, silhouettes, tailpieces, and a series of

43 PORTRAITS

Of Typical Racing Cyclists.

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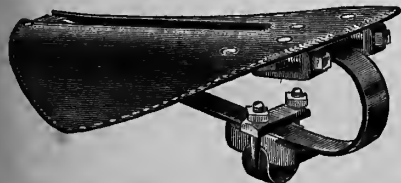
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BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gift buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.



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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be *easily and quickly* tightened. No rider who values COMFORT can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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Every machine should have its bearings cleaned, adjusted and thoroughly overhauled, during the winter months.

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Special appliances for repairing every make of cycles. Repaired machines stored free.

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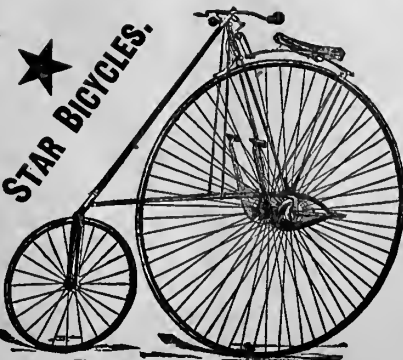


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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles. First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.

Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition, since 1881.

NEW CATALOGUE READY.

H. B. SMITH MACHINE CO.

Smithville, Bur. Co., N. J.

A CARD.

To the Considerate Readers of the Bicycling World

We have endeavored to carry on a bicycle and tricycle business for the past eight or nine years, by business methods, to advertise our own business, and not to disparage others. We have neither called names nor appealed for sympathy, nor cried "stop thief," with stolen goods in our hands. We have left to the courts the things of the courts, and to the press the things of the press. Nor do we intend to deviate from this course now; but in view of some recent peculiar advertising and attempts to create by one-sided and erroneous statements a feeling against us which seems to us entirely undeserved, we digress from our usual course of advertising this once, to submit a few of the plain facts as to our relations to the corporation with which we are in litigation.

In 1883, when we were the only makers of tricycles in this country, we entered into a contract of license with that company, which it did not keep. It was then just organized, and was making a few tricycles.

In 1884, that company, having used the cover of that license to establish a business and to make a considerable number of machines to put upon the market, terminated its license, and proceeded to infringe the patents it had been licensed under, by making and selling tricycles containing devices by law secured to us in the Buzzell, Hanlon, W. Hanlon, Serrell, Pickering, Whitehead, and Peters patents; and by selling bicycle pedals infringing the Pickering and Peters patents.

We brought a suit against that company in our State court for breach of the contract; another suit in the United States Court for infringements in the tricycles; and another for infringements in the pedals. These were all equity suits, and are all still pending.

In the winter of 1884 and 1885, that company prepared to still further infringe, by making and selling bicycles; and we prepared to move for an injunction in the second suit above named, and to bring another on the bicycles. Then that company sought, and made another agreement in writing with us, which it did not keep. After nearly six months of waiting and effort to carry out that agreement, met only by neglect and refusal, we withdrew from that agreement, and began another suit in equity against the actual makers of that company's bicycles, for infringement of our W. Hanlon, Serrell, Pickering, Peters, Work, Wallace, and Veeder patents; and that suit is still pending.

Then that company set up the agreement it had broken, and we had withdrawn from, in a suit against us

in Connecticut, which, after a decision adverse to them, they abandoned last January.

This year, being freed from the cloud of that agreement, and suit to enforce it, we have proceeded with all diligence in the suits, and have brought eight other actions at law against that company, and the actual makers of its machines, for infringements of our Johnson, Shire, Moran, Work, Veeder, Latta, and Kirkpatrick patents; placing attachments on their property of the two concerns, to the amount of \$73,000, which, upon a contest as to the amount, the Court decided to be not unreasonable, and refused to reduce; and the defendants have not, so far, been ready to give proper bonds to release them. Thus, for divers infringements and breaches of contracts, we have twelve suits pending against that company, which are in the hands of the Court.

Retaliating, that company brought, a year and a half ago, a suit against us for \$205, for merchandise (which, as they owed us several thousands, we declined to pay), and another suit on the Hughes bearing patent, for which the English courts have decided the claim invalid; and more recently, another suit on a pedal patent, for a feature which we had used six years before the patent issued; and these three suits are pending against us. These are the only suits ever brought against us for infringement, and we believe that our reputation for never using any one's else invention, without purchase or license, is and will be well sustained by the facts and the best judgments.

Now, in this litigation, we are pursuing our legal rights honorably in the courts, and are ready to abide the decisions that may be rendered from time to time in each case. No one hearing or decision will decide the whole. We may not always be successful, but we are acting in good faith and upon a solid and well-fortified belief. We intend to assert and maintain our rights under those patents, wherever and whenever it may be necessary, according to law and the practice and decisions of the courts.

In the mean time we invite only candor and fairness of consideration for ourselves and our numerous licensees in the business, whose interests we are endeavoring to protect as well as our own; we shall continue the even tenor of our business way, and, as heretofore, endeavor to treat all justly; welcome all honorable competition; and be willing to share the results of our best efforts with others, for a fair consideration.

Very respectfully,

THE POPE MANUF'G CO.

THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$2.00 a Year.
5 cents a copy.

BOSTON, 9 APRIL, 1886.

Volume XII.
Number 23.

THE
VICTOR

Great Improvements
FOR
1886.

SEND FOR
ILLUSTRATED
CATALOG
FREE.

OVERMAN
WHEEL CO.

182
Columbus Ave.,
BOSTON.

San Mateo, Cal., Jan. 17th 1886.

Geo. H. Strong Esq.

Dear Sir,

We have ridden many different Bicycles but we have never had one that was equal to the Victor.

The light weight, great strength of the backbone and forks, and the rigidity of the wheels make the machine "for excellence". We consider the method of fixing the tire so that they need become loose, the easy riding suspension saddle and the ball pedals are either of them sufficient to decide anyone in purchasing a machine.

Yours respectfully,
D. Piikoi

A. C. Balkus
J. P. Cummins
J. K. Piikoi
E. A. Piikoi

THE
VICTOR

D. PIIKOI

IS

PRINCE DAVID
KALAKAUA

OF THE

Sandwich Islands,

AND

J. K. PIIKOI

AND

E. A. PIIKOI

ARE

His Brothers.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ♦ RAPID" BICYCLES,

WITH THE

During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be the
strongest and most rigid
wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded a *Gold Medal*, the highest and only award for Bicycles.

PRESS OPINIONS.

"One of the best machines in the market."—The Cyclist.
"The best wheel ever built."—Bicycling News.

"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

SEND TEN CENTS FOR LARGE SIZE CABINET PHOTOS.

ENERGETIC AGENTS WANTED
EVERYWHERE.

Apply for Terms.

S. T. CLARK & CO.

Importers,

BALTIMORE, MD.

THE APOLLO BICYCLE

For 1886

INCLUDES

Detachable Handle Bars,

Ball Bearing Head,

Bearings Brazed to Forks.

Weight of 50-Inch, 35 lbs.



THE APOLLO SEMI-RACER

New Detachable Bar. Is same as above, only lighter. It has 3-4 inch rubbers to both wheels, and the Kelsey Ventilated Spade Handles.



Weight of 50-Inch, 30 lbs.

This is the style of Machine ridden by
MUNGER on his 24-hour
record-breaking trip.

S. S. S.—The first consignment of 1886 Tricycles just received. Call and see *Singer's Straight Steerer* before purchasing. 40-inch drivers, 22-inch automatic steerer, hand and foot-power brake. *Singer's Patent Axle*, with four bearings. The strongest and most rigid light Tricycle ever built.

SPRINGFIELD AND TRAVELLER TANDEMS EXPECTED DAILY.

—1886 CATALOGUES NOW READY.—

W. B. EVERETT & CO., Sole U. S. Agents,
6 and 8 Berkeley Street, Boston.

DEER ISLAND, March 29, 1886.

Dear Editor:

Here I am at last safe and sound—rather early for seaside business, but the judge said I would be well cared for, and it will be quite warm before I get away—so decided to come (assisted by unnumbered big cops). Had my revenge, though. Had \$25 left before starting, which I invested in a lot of Stall's "Screamers," and gave them to the boys. We hear them way down here. Don't forget Stall's address, 509 Tremont Street, Boston.

Yours, in stripes and short hair,

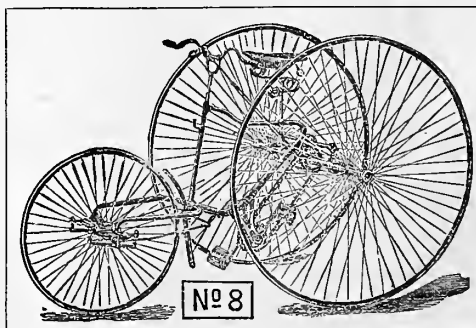
JAMES.

STANLEY SHOW QUADRANTS FOR 1886

— ARE READY —

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

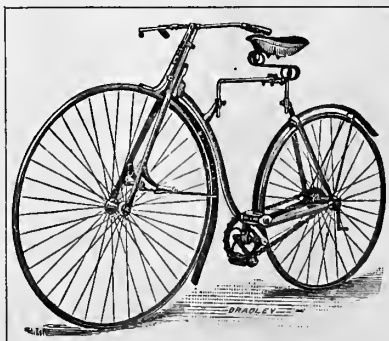
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.



Published every Friday

— BY —

BICYCLING WORLD CO.

179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A

Entered at the Post Office as second-class mail matter.

Subscribers may receive the BICYCLING WORLD, postpaid, at the following rates: —

One year, in advance.....	\$2.00
Six months "	1.00
Three months "60

Special Club subscription received at \$1.00 if sent to headquarters.

Single copies are for sale at the following places: —
New England News Co., Franklin St., Boston.
Cupples, Upham & Co., corner Washington and School Streets.Julius Wilcox 15 Park Pl., New York.
Geo. D. Gideon, 1539 Race St., Philadelphia.
H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER.

J. S. DEAN.

F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 9 APRIL, 1886.

THE BICYCLING WORLD

Has got the lead and means to keep it. Already the enterprise of its new managers is being felt and appreciated. On Thursday of last week advertising "dodgers" were distributed from a carrier tricycle, and on Friday the BICYCLING WORLD was delivered by the same method; and for the first time in the history of any cycling paper, was sold on the streets of Boston.

The BICYCLING WORLD is successful now, and will be more so, as we are determined to keep it the leading cycling publication in this country.

EDITORIAL HISTORY.

OUR policy was pretty clearly defined in our last issue. We wish to say a word or two here about certain fundamental conditions which make it possible for us to carry out that policy without regard to influences which sometimes tend to restrict statements of facts. This paper has been on a paying basis for some years, it has a strong financial standing, the day of possible failure is past, and we now look only for a continuance of increasing prosperity. To give value received, to our subscribers and advertisers, has been our study, and the result shows that it has been appreciated by both. There have entered upon the field many competitors, almost all of whom have failed, some sank by their own weight, others were loaded with encumbrances, in the form of obligations to the trade, and not a few failed by adopting the fatal policy of a large gratuitous circulation. Our paper is paid for and read, and our advertisers know this fact, and hence their generous support.

We are not a little proud of the talent that has started from the editorial chair of the WORLD. Most all of them have done us credit, and we take pride in their success.

1878. — The first, "Papa Weston" — but on second thought, he might object to this statement of his journalistic origin, as he really was responsible for the first cycling paper in America, the *American Bicycling Journal*, which was merged in this paper in November 1879. However, he has returned to us now, and we can fairly claim him.

1879. — Charles E. Pratt was really our first editor. He partially surrendered his large legal practice for the fields of journalism, and it was while with us that he conceived and published the *American Bicyclist*. Since his connection with the Pope Manufacturing Company he has sandwiched in between his legal duties a good deal of literary work. He is probably the only writer in the country who can plausibly make us believe that the Star has a small wheel behind, a rotary crank action, or its equivalent. Recently he has been giving some attention to fairy tales, and we may soon look for some first-rate productions from his pen in that line. Mr. Pratt has a fluent pen and did remarkably well in a field so limited as at that time.

January 1881. — L. R. Harrison. This brilliant and meteoric inklinger tarried

with us for a while, but long enough for him to bring down upon his head the vials of wrath from every one of our contemporaries. He was not a politic chap. He languished for a time under the restraint of only being able to fight with his pen, and finally faded away from our sight.

July 1881. — W. E. Gilman. This son of Chelsea, literateur, poet, artist, mechanic, inventor, and much more, came to us just as the bright sun of prosperity began to break through the clouds of adversity, and our account at the bank was allowed to swell itself to fair proportions. He labored well and heartily, and deserves a good share of credit for our prosperous condition.

March 1883. — J. S. Dean. This anglo-maniac's plunge into journalistic fame under the guise of London W. is well remembered. We really educated that boy, nurtured and fondly tended him. With a firm but kindly hand we lead him straight to the editor's chair, tucked him in, and, with the exception of some periods of rest, there he has remained ever since, as our pride, our model of excellence, and our joy. His fluent but more mature pen will now dispense our editorial ink, as we, secure in the confidence of his good judgment and fearlessness, gaze calmly over our spectacles and thank goodness that he is at last launched safely on the flood of prosperity.

February, 1884. — A. Bassett, also a son of Chelsea, formerly our business manager, his editorial aspiration being too strong to hold him to subscription blanks, advertising bills, and pay rolls developed suddenly into a full grown editor. In that capacity he made a reputation for being a careful statistician, and he was rewarded by being placed on the Racing Board of the L. A. W. His success has induced him to leave the old ship, and seek honor and wealth in a little bark of his own. As captain, crew, and powder boy he now has his craft fairly launched. As soon as the foam of his plunge has cleared away, we have no doubt but that he will thoroughly equip and send her through the stormy seas of journalism, on a safe and profitable voyage.

Our old and esteemed friend "Jack Easy" takes us to task in his letter of last week for uttering opinions on certain vital questions. We shall have to take issue with Master Jack on that point.

An editor without an opinion would produce a very colorless and lifeless sheet. The public is not a reliable winnowing machine, therefore, we believe it is an editor's duty to separate the chaff from the wheat, and in so doing it is hard not to express an opinion.

ONE "Jam Satis" undertakes in our youngest contemporary to trace the development of the bicycle. Most any one can tell who "Jam Satis" is, and will not be surprised at the paucity of his information. The identity of "Jam Satis" is, however, unimportant, as his article carries its own condemnation. Any one at all familiar with the history of the bicycle will readily see that his knowledge is extremely superficial and painfully inexact. To James Starley he gives the credit of reducing the size of the rear and increasing that of the front wheel of a bicycle. If he had studied his "American Bicyclist" or read his *American Bicycling Journal*, he would have known that to the French belongs this honor. "Jam Satis" has evidently been reading, or mis-reading, a letter written by Mr. Henry Sturmeay and published in the *WORLD* of 22 Dec., 1882. Mr. Starley was the founder of Coventry's cycle industry, but was by no means the one who first changed the relative size of the bicycle's wheels. "Jam Satis" says that ball bearings did not exist in 1877. In the *Bicyclist's Handbook* of July 1878 Mr. Sturmeay says, "Humber's Bearings or double balls, have won for themselves a good name during the past season." "Jam Satis" says hollow forks "were looked upon as too weak to be safe." Mr. Sturmeay said at that time they are "rather stronger" than solid ones. This instructor is to be complimented upon his choice of a *nom de plume*, "Jam Satis." Correct! Quite enough for now.

THE windows of our sanctum have a fair lookout, and when our brain is weary and our thoughts sluggish, we can gaze on the towers and roofs of classic Harvard in the far distance, and gain from such contemplation inspiration and rest.

IN our last issue Mr. J. S. Dean gave an able legal opinion on the action of the Racing Board. He says, "I think there may be very serious question whether international comity would not make it unwise to take any action in regard to

non-resident wheelmen." This particular opinion has brought somewhat of a hornet's nest about our ears. We desire to say that Mr. Dean's opinion from the standpoint given was probably correct, but we also desire to add, that as a matter of justice and right, we want to see the L. A. W. put the foreign contingent on the list if they conclude to push matters to extremes with the home production. As a matter of right, what is sauce for the goose must be sauce for the gander, no matter what the nationality may be

MR. ABBOT BASSETT says he has had "an experience of five years in the editorial chair of the *BICYCLING WORLD*." Mr. Abbot Bassett first became one of the editors of this paper on 15 Feb. 1884. Mr. Abbot Bassett, this does you no credit.

New Rules.

THE Racing Board of the L. A. W. had made some changes in its rules. It will in the future accept no records made on board tracks or against time. All entries to championships are to be revised by the Board, and the value of prizes is limited to \$50 each. The curb of the track must be fixed, as well as "continuous and well defined." The fifteen and twenty-five mile championships are no more, but our ambitious racing men can struggle for twenty mile bicycle and two and five mile tricycle honors. If two of three watches mark the same time, that will be the official time. This rule is abject nonsense—of course they would. "If all mark different time, the intermediate time shall be taken." Why in the world did not they say the average, but better still, why did they not leave it the slowest, as it has always been! Two rules have been added. One defines a class race, and it reads as follows:—

"A class race is open only to those who, up to the date of the closing of entries, have not won one of the first three positions in a public event in the same or better time than the class under consideration; or in relative time, judged from other distances according to the appended table.

One mile.	Two mile.	Three mile.	Four Mile.
2.45	5.40	8.30	14.30
2.50	5.50	8.45	15.00
3.00	6.10	9.15	16.00
3.10	6.30	9.45	17.00
3.20	6.50	10.30	18.30"

This seems rather vague. Study will unravel it; go ahead and study it. Wrap a wet towel around your head and study this also:—

"One of the greatest sources of trouble has been the races where a majority of heats won decides the final winner. It is an easy matter to determine the destina-

tian of the first prize in these, but it often happens that the second and third places are in dispute. A new rule provides that points shall be counted in these races just as they are in a lap race."

We Were Wrong Also.

IN our last issue we undertook to correct the *Boston Herald* and in doing so we were in error in stating that the *Springfield Wheelman's Gazette* had placed an advertisement of the Pope Manufacturing Company on the front page in place of that of the Overman Wheel Company. We were wrong and we want every one to know it.

Manhattan Meandering.

IT is spring, The coy young maiden advances out of the long vista of the dreary winter months, and with a wanton hand scatters flowers and promises of sunny days on all sides. This is ideal, very ideal, and contrary to the true state of things. The bright sunshiny days of the early springtime are with us once more, and cycling is taking a mild boom in this hamlet. But alack-a-day, it booms not and I must ransack other realms to make copy.

THE makers' amateur question—flee not, gentle editor, and consign not these pages to the w. p. b.—has been so much discussed that a seraphic weakness permeates my very being when some of our prominent wheelmen start off on a 36-calibre harangue on what they think and how they would adjust the whole matter. The "man who knows it all" is very numerous just now; he is also very gassy, forsooth. But I'll no more of the makers' amateur dose. It is too lingering and does not possess the advantage of the "boiling oil or melted lead" method, which would at least deafen one, and prevent him from listening to the ravings of these amateur embryonic legislators. But there are some funny things about M.'s As., after all. A large majority of us have come to the conclusion that the present definition must be simplified or even thrown overboard bodily. How the sage of Dunkirk must laugh in his sleeve—I often wonder why people will persist in laughing in their sleeves—at this conclusion. This was the policy he advanced some two years ago, and like most pioneers he was laughed at and ridiculed for his pains. Indeed, I was one of the mockers, and I now metaphorically prostrate myself before him and implore his pardon.

ANOTHER funny phase of the M. A. puzzle is the letter which appeared in the *Cyclist and Athlete* of 26 March. It was written by a gentleman named Ducker, who, I believe, hails from a Massachusetts town called Summerfarm, Wintermead, Springfield or some such

seasonable name. His letter is of the jingo style: "I am full," says he, "of writing letters, sending telegrams, etc., to men and clubs everywhere. Go ahead. I have resigned from the Racing Board, and will lead the forces to victory. *I have fixed it all now.* Everybody will support me. If I don't make it hot for the Racing Board my name is 'mud.' I have sat down on it in the next number of my great paper. I mean business and am not faint-hearted," etc. What a remarkable document; the quintessence of egotism, and the extract of sublime gall. His name is "mud." What mud? Jersey mud? Altogether we think this Mr. Ducker might have taken an ice cream with advantage before penning such a war cry. It reminds us of Miss Squeers' immortal letter to Nicholas Nickleby in which she informed him that she was "all aches, and screaming out loud all the time she wrote."

"ADONIS" Cripps has received a letter from the N. C. U. executive asking him to explain away certain charges against him, on pain of expulsion if he refuses. Bob, who is apparently a philosopher, refuses to bother his head for a reply. "Catch me," says he, "worrying about any of their letters. 'Not for Joe.'"

THE Holland roads easily capture the animated cheese sandwich for utter wretchedness. They are muddy, and every few miles they are crossed by gates, over which the rider must lift his vehicle. This is elysium, verily.

THE great and only Barnum is in this town with his highly moral show, and now is the time when the cyclist will don his "knickerbockers" and work into the circus with his mother at half price.

IN the *Suburban Budget* we read that "Stout, of New Jersey, the champion deaf mute fancy rider, is thrilling large crowds by his fancy riding performances." Go on, thou great and glorious Stout. May you never grow thin.

THE youngest of a large and struggling family—*The Vermont Bicycle*—offers twenty-five cents worth of reliable seeds to all who subscribe to it before 1 May. Well, this about takes the belt.

MR. E. J. SCHRIVER, the newly-elected president of the Road Racing Association, is awfully English, you know. His pronunciation would make many an Anglo-maniac collapse with envy.

UP near the roof of the New York University Building, the irrepressible, industrious, never-forever Karl Kron still wades through slaughter to the completion of "X. M. Miles." Karl

predicts the publication of his book in May, but the swallows will have gone, the flowers decayed, and we shall redeem our fall overcoat before a waiting world is satiated.

THE report of the L. A. W. Board meeting, which is at present pursuing its way in the columns of the *Bulletin*, can claim a first cousinship to Tennyson's brook, since it seems likely to go on forever.

TITNAM.

An Open Letter.

CHICAGO, 29 March, 1886.

DR. N. M. BECKWITH,
President L. A. W., New York.

DEAR SIR:—Representatives of the Big Four Bicycle Tour Association held a meeting in Buffalo yesterday. It was agreed that the Association disband, with a view to resolving itself into the touring department of the L. A. W., in the end that all future tours that might be under auspices of the Association, be held under auspices of the touring department of the L. A. W. In accordance with your instructions to me, as tour-master of the L. A. W., the following gentlemen present were appointed to constitute the Touring Board, *pro tem*, subject to your approval: Geo. R. Bidwell, of New York; W. S. Bull, of Buffalo; F. B. Graves, of Rochester; L. W. Conkling, of Chicago; Geo. H. Orr, of Toronto; F. C. King, of Corry, Pa.; Dr. A. G. Coleman, of Canandaigua.

Thus organized, the Board took following action: Country was divided into touring districts, Eastern, Middle, Western, and Southern, according to the regular geographical division of the United States. Canada was included in the Middle Division. Each division to have a marshal, with immediate charge of the touring interests of the division, leadership of his division party in the annual tour; he to give tourists general information concerning prospective tours of individual wheelmen or parties over routes in his division, and have charge of the editing of the tour map of his division. The duties of the marshals will be generally centralized in the chief marshal, who will, in addition, personally lead or superintend the annual tour. A bicycle touring map of the United States will be compiled by the Board, to be in divisions as above or in one map like a railroad folder, as may develop to be best. This map will give the main or best bicycle routes to take between given points, showing points passed through, in same manner as a railroad map of the United States. It will generally treat of through routes only, and will be in harmony with the division road books, in that the map will depend upon them for the details, the map practically illustrating the general work of the division road books. The map will be accompanied by touring descriptions with rail and water connections, and best lines to take between given points, and in this connection be

an auxiliary to the Transportation Committee of the L. A. W.

The annual tour was set for the two weeks following Monday, 6 Sept., 1886, and is substantially over following route; Niagara Falls and Buffalo to Canandaigua, Seneca Lake, Central New York, Elmira, Northern New Jersey and the Orange riding district to New York City. Thence ocean steamer to Old Point Comfort, Va.; and thence to Staunton, Va. From Staunton down the Shenandoah Valley via Luray Cave to Harper's Ferry, thence north to Hagerstown, Md., Gettysburg, Pa., York, Pa., and Reading, Pa., to Philadelphia, or via the Lehigh Valley to New York State. All details of the annual tour will be perfected and size of party limited to the ample accommodation of tourists. Tickets will be issued during the summer, and by the purchase of same the tourist will be entitled to a place in his respective division. The price of tickets will be based on actual cost of the tour, with a slight margin for incidental expenses of organizing. A circular, giving all details of the annual, with description of the route, will be offered the *Bulletin* for publication in proper time. The Board acted upon the question of uniform, and adopted the following: The regulation L. A. W. uniform, with exception dark brown striped seersucker Norfolk jacket and straw hat. The colors of the Touring Department will be royal purple, to consist of a narrow ribbon tied through the button-hole of the jacket or attached to the badge. Each division will have a distinguishing color, to be worn with the purple and to consist of a similar ribbon, as follows: Eastern, red; Middle, white; Western, blue; Southern, old gold. These colors touring members of the L. A. W. are recommended to wear on all appropriate occasions, whether on the annual tour or throughout the year. The policy of the annual tour will be that of maximum individual enjoyment, with all modern conveniences and requisites, elegance of appearance and movement, and congenial companionship. The route is laid out with a view to visiting choice and characteristic sections of country, measuring the wheeling to the ability of an average rider to perform with ease, that the participant may gather recreation on the road, knowledge of the country and desirable acquaintances in the craft.

The touring Board solicits the co-operation of the State Divisions and individual members, and desires to be understood as placing itself at the disposition of tourists for such service as it can render.

We trust our action will meet with your approval.

Respectfully yours,
BURLEY B. AYERS,
Tour-master, L. A. W.

At the time of going to press the roads of Boston were seas of mud. We fear this will prevent a successful carrying out of the Fast Day runs all the local clubs had called.

Strollings.

SPRING has come again, and while the buds struggle to burst from their long winter's imprisonment, and the cycles to emerge from coatings of dust and vase-lene, the Stroller, too, awakes, and shaking off the rust of a winter's inactivity, starts forth upon his saunterings in search of news for the readers of the WORLD.

THE rain was falling drearily, in a drizzling and aggravating mist; thick clouds floated lazily overhead, and no light save the sickly yellow flame of the street lamps, guided the Stroller as he splashed his way over the muddy cobbles of Boylston street to the Boston bicycle clubhouse. Surely, not a promising night on which to begin one's spring strolling; yet when the five courses of the Boston Club's *table d'hôte* had been disposed of, the Stroller felt content with all the world, and could even find some enjoyment from listening to the discourse of the club's cycle exhibition committee, the members of which talked ceaselessly, and no doubt learnedly, upon the merits of the scores of machines which are to be shown at the Mechanic Building during the League Meet, and told of the intense rivalry among the dealers to secure the best positions for their exhibits, and how all the space was rapidly being taken.

THE Massachusetts clubhouse was visited later in the evening. No little excitement was found there. In the basement was heard the merry click of the billiard ball and the rumble of the bowling ball, while in the parlor upstairs were gathered little groups of youthful members engaged in earnest discussion as they gazed intently at the vacant walls, recently denuded of the ornamental paintings loaned by Col. Pope. It was an impassioned pow wow, and strange to say it was not of milk; no, rather of blood. They were talking over the pleasures of the past, and wondering if ex-President Williams would volunteer his services as timer when professional bruisers again belabored one another for the delectation of a Massachusetts club audience. From thoughts of gore their fancy flitted to thoughts of gold, and eloquent were the protestations made against that awful increase of annual dues. They all dearly loved their club, and were willing to sacrifice much for it, but \$20 is enough to strike terror into the heart of any six-dollar-a-week clerk.

IN all seriousness, the Massachusetts club has undoubtedly made a mistake in this matter. A large proportion of its members, as was proven at the recent election, are young men, and they cannot afford such an outlay for the privilege of belonging to a club. If the club cannot be run on smaller dues, and it is evident that it cannot, the proper course to pur-

sue is to admit associate members. It is the inheritance of old fogysm which makes some of the members think that a club cannot be a cycling organization unless every one of its members at least pretends to ride a cycle. Such ideas are often not to be got rid of except by being battered out, and perhaps it is so in this instance.

THE Massachusetts Division has contributed \$500 towards carrying on the League Meet; or rather it has loaned that sum as a working capital, hoping that the receipts of the meet will be sufficient to reimburse the treasury. That is a necessary move, for from all accounts, the Finance Committee has not as yet done anything in the fund-raising line. Chief Consul Ducker was in town lately, and announced his intention of at once beginning to work the dealers for all they were worth. He says that it is about time that a stop was put to this fooling, and work commenced. The most active man on any of the committees seems to be Mr. E. S. Whitney, chairman of the Reception Committee, who has got a list of fifty men, and from each a promise of giving his whole attention to receiving guests. Whitney is having prepared for himself and assistants, badges of wondrous artistic elegance to be worn during the meet.

THE denizens of Chelsea have been famous for many glorious deeds of valor and patriotism, but perhaps none was ever more worthy of praise than that of the members of the old Chelsea Bicycle Club disbanding lately. At one time the club had nearly a hundred members, last week it had less than a score. These few remaining members have long felt that a new club was necessary, and as soon as they became convinced of it, voted to disband and divide the treasury spoils among themselves so each might receive a few dollars. The suggestion of one of the members, that as a new club was to be formed, it might be well to use the funds of the old organization to help start the new, was treated with scorn, and voted down unanimously. "The idea," said they, "that we, who have stood by the club for so long, should pay the way for new men. Not a bit of it. We are not such duffers as that, even if we do live in Chelsea."

THE STROLLER.

We are Told

THAT the last WORLD broke the record.

* * *

THAT Peleg Aborn, formerly with *Outing* trots out every two weeks a magazine called *Afloat and Ashore*. We have him on the list — free list.

* * *

THAT Underwood and Rhodes have been giving the Dorchester boys a dust-

ing on the Quadrant tandem, and that Jim says his machine is a "cyclone."

* * *

THAT Corey on hearing this, remarked that the Rudge is a "whirlwind." That Gid. Haynes observed that the Springfield tandem is a "hurricane," and Stall yelled that the Sparbrook is a "screamer," and Gaskell quietly asserted that the Club is a "blizzard."

* * *

THAT all this breezy talk accounts for the bad weather we have had.

* * *

THAT dealers and agents should cut this out and paste it in their hats.

He who by
His "biz" would rise,
Must either bust
Or advertise.

* * *

THAT W. I. Harris will not run for the League secretaryship.

* * *

THAT Gormully and Jeffery are fixing up their offices in "Ideal" style, and intend to make them the "champion."

* * *

THAT though this pushing firm of the West has no seductive sideboard, it has a box of cigars it passes around among its friends. Thanks, G. & J., we smoke and so does our office boy.

* * *

PARDON us, but this we know. That W. B. Everett & Co. kindly loaned us the carrier tricycle we used last week to distribute the WORLD and circulate advertising "dodgers."

* * *

THAT the trade this year is very brisk, with an increased demand for tricycles and safeties.

* * *

THAT the Boston Club will have to move ere long, as the encroachment of business houses on Boylston street will drive it out. Well, this will give us a chance to attend a house warming.

* * *

THAT a new club for Boston is talked of, with a fine clubhouse on Beacon Hill, but that it seems doubtful if the city can support another pretentious club. We will accept an invitation to the opening, however, if there is one.

* * *

THAT the Massachusetts Club denies that its increase in dues has been a mistake.

* * *

THAT the first race between Prince and Neilson, will take place on Lynn's new track, Monday 31 May. Now ye enterprising men of shoe town, get up a special train from Boston, and let us give your new track a good send off.

THE RUDGE FOR 1886.

SEND FOR
1886
CATALOGUE



SEND FOR
1886
CATALOGUE

Examine our Specialties for 1886. Latest Patterns and New Improvements. In spite of competition, the RUDGE still leads. Order early.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

152 to 158 Congress Street, Boston, Mass.

New York Headquarters, GEO. R. BIDWELL, Nos. 2 and 4 E. 60th St., New York.

The American Bicycles: CHALLENGE, SAFETY and IDEAL

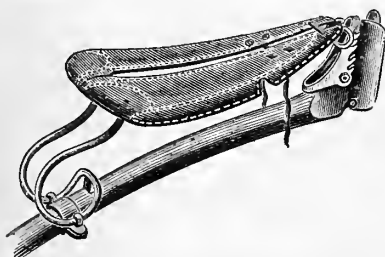
These are the only Machines of high grade sold at a medium price. It will pay you to examine them, or send two-cent stamp for catalogue and prices. We also have a large stock of Children's Machines at very low prices. First-class repairing, and parts for repairing; all kinds of Machines constantly on hand; also sundries. Discount to the trade.

MURRAY'S, 100 Sudbury Street, BOSTON, MASS.

GOLD L. A. W. BADGE PINS.



\$2.50 to \$10 each. Send for circular to C. H. LAMSON, Portland, Me. For sale in Boston, at THE POPE MANUFACTURING COMPANY'S, STODDARD & LOVERING'S, and by N. C. WOOD & SON, Jewellers, 444 Washington street.



Adjustment in Height in Front.
Adjustment in Height in Rear.

The LILLIBRIDGE SADDLE is the only one having any of these points.

The LILLIBRIDGE SADDLE is the only one that can be changed in shape or position at all.

The LILLIBRIDGE SADDLE is the BEST and CHEAPEST.

Is adapted to all makes of Bicycles. Special styles for the Safeties and Star.

Price, Nickelled, \$5.00. Price of Coiled Spring, with Straps, etc., for Old Saddles, 75c.

FREEMAN LILLIBRIDGE, - - - Rockford, Ill.



BEFORE DECIDING

On a Bicycle or Tricycle, Examine or send Stamps for Large Illustrated Circular of the

ROYAL MAILS!

OFFERED AS THE

Finest Wheels in the Market.

LOOK AT THE IMPROVEMENTS. ALL PARTS NOW INTERCHANGEABLE.

Prize for most Road Work on one Wheel in 1885 won by a Royal Mail. 5,056 Miles.

Book your Orders in Time!

A GREAT SUCCESS!

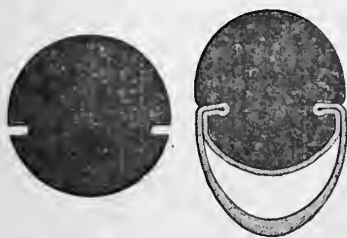
We have got THE Wheel!

Since the very first lot of these 1886 Model Royal Mails were received there has been a great demand for them. Orders from all parts of the country.

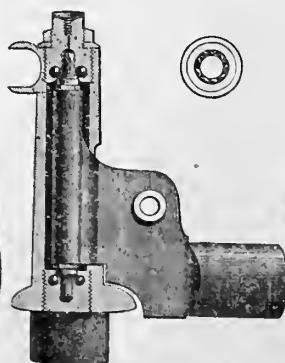
BOOK YOUR ORDERS!

Don't purchase a wheel till you get a Catalogue of this superb Machine!

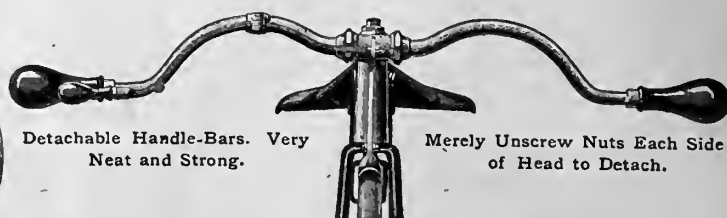
Send stamp for FULL description, just out!



New Grip-Fast Rim and Tire, needing no Cement. No Seam. No Thin Edge on Rim to Dent. Holds Firmer than Cement.



Ball-Bearing Head. No Constant Tightening Up Necessary. Can be used 6 Months without Readjustment or Oiling.



Detachable Handle-Bars. Very Neat and Strong.

Merely Unscrew Nuts Each Side of Head to Detach.

ADDRESS,

Wm. Read & Sons, 107 Washington St., Boston,
Sole American Agents.

We are Told

THAT Neilson will make Springfield his training ground in his preparation for his race with Prince.

* * *

THAT the chief consul for Michigan is preparing a road book.

* * *

THAT Burley B. Ayers and H. S. Wood are doing a great deal of hard and effective work on the League's Touring Board.

* * *

THAT Consul Ducker has appointed L. E. Isham consul for Northboro', Mass., and that Hotel Oxford, at Clinton has been appointed League headquarters, and will give special rates to wheelmen.

* * *

THAT J. T. Williams and N. Ethier will instruct the members of the Massachusetts Club how to swing the Indian club, and put up the heavy dumb-bell.

* * *

THAT the Pope Manufacturing Company have installed Geo. Hutchinson, the fancy rider, in its rink to instruct its customers how to ride.

* * *

THAT the League Meet Finance Committee is raising money slowly.

* * *

THAT the real clawing by the "Kilkenny cats" has not yet begun.

* * *

THAT when the result of the League State election is announced there will be sorrow in the hearts of many candidates from Massachusetts.

* * *

THAT the daily papers struggle in vain to get legal cycling matters straight.

* * *

THAT the Cambridge Club members are finding it very hard work to build their proposed club house.

Walks Among the Trade.

It is really a pleasure to get out among the dealers nowadays, and see the smiling faces and feel the influence of business and prosperity. Everywhere we went the same good story of plenty of business and orders to be filled was heard. Never, in the history of cycling in this country, has the trade shown such signs of vitality and well being. We didn't go to Stall's for two reasons. First, we must confess to a feeling of prejudice against those screamers, and a fear lest we might be sent to keep James company on the Island. Second, because we knew that the new Stars were selling well, and because, as we were returning from a tramp the other day, we saw one of these machines on the road, and were struck with its graceful appearance and pleased with its silence. So you see, dear reader, we got what you want to know without running any risks. We

learned, also, that Stall is expecting a lot of Sparbrook tandems, of which he expects great things. It is of the Humber pattern. However, we did step into Everett's around the corner, or rather on the corner, and found Gid Haynes filled with the pride of his new office as captain of the Suffolk Wheel Club. We were disappointed in not finding the new ladies' S. S. S. We did, however, see and try the new Harrington cradle spring, and found it really the best thing in springs we have come across. It is always a pleasure to run in to Gaskell's exquisitely neat and handsome store. There we found evidences of the same life and prosperity, and we were pleased to be told that the Club machines are selling well this year. They ought to. Down the avenue, the genial Larry Overman trots out the new Victor, and expatiates in words of eloquence upon its superior qualities. William Read & Son, with W. S. Atwell at the helm of the cycle department, are rushing things along in good style. They are expecting the new tricycle, with 26-inch steering wheel, to be called the Radial. We have been promised the loan of one to test. Now, please, dear reader, do not call us a maker's amateur. Joe Murray, although somewhat up towards the sky, is also up to his eyes in work, and is making many a lad happy in the possession of an "Ideal." The Champion is regarded with optics of fondness by Mr. Murray, who sees in it a little bonanza. We tried to find Butman's place at 89 Court street, but we could not. Will Mr. Butman please furnish route cards? J. A. R. Underwood is pretty well out, and the roads are bad, but we did manage to reach him *via* the Metropolitan Quadricycle—not Quadrant—and found the genial—why is it that all dealers are genial?—agent proudly showing his Quadrants to some customers. He told us that he expected some of the new pattern Rovers in every day. Stoddard, Lovering & Co. are, of course, doing well, and shipping off Ridges as fast as they can. The new Crescent tricycle and the Bicyclelette safety are the interesting things shown, and one has the additional pleasure of a chat with the affable Corey, the genial Saben, and the courteous Wilson. And last, but not least by any means, is the Pope Manufacturing Company. Jangling type writers, uniformed mail boys, repair clerks, secretaries, treasurers, and all sorts of officers impress one. We had a chat with E. W. Pope and Mr. Joy, reviewed some of our old cycling experiences, but failed to obtain much news. A glance into the sales room, however, shows quite an assortment of good bikes and trikes. We would particularly call attention to the new machine, which sells (46-inch) about \$85. It looks like a first-class machine, and certainly the new racer is as handsome a bicycle as we ever saw. We wish we could look in upon our out-of-town dealers, but we will make arrangements to do so by proxy.

Things we Should Like to Know.

If there will be a band at the next League parade?

If Munger's record will be accepted by the Racing Board?

If Aaron won't take the secretaryship of the L. A. W. after all?

If the Prince-Neilson race won't give Lynn's new track a boom?

WHAT has become of ex-president Miller?

WHERE Ben Sanford, Will Pitman, and Eagan have hidden themselves?

If Stall ought not to be made to blow one of his own screamers.

CURRENTE CALAMO

SPRING.

WHO says so?

YES, thanks, we are alive.

AND blooming and budding.

AND happy and contented.

AND waiting for good riding.

AND for the result of the election.

WE wish to remind you that the polls close to-morrow.

WE are anxious to learn the result, and see if our hopes are realized.

LEAGUE Meet committee men should jog their memories, and attend the meeting to-morrow night at the New Marlboro, at 7.30.

THE WORLD's carrier caused consternation in School street.

MR. ABBOT BASSETT is a very amusing man. He says he has been in the editorial chair of this paper five years. Why bless his dear old heart, he had no connection whatever with the BICYCLING WORLD five years ago. He was not even known by any of the WORLD men. This is a rich jokelet.

THE Dorchester Club, we understand, is getting up a petition to have River street put in its old form. This is an example that might well be emulated.

JIM UNDERWOOD has sold out his drug store, and will stop making pills and mixing cough drops. He says he will devote his time to booming the Quadrant and Rover.

HAVE you got your certificate? It may be called for, hence it is best to be prepared. There seems to be a great deal of "shaking in their shoes" among the amateurs now-a-days. This uncertainty is very unpleasant you know.

L. PORTER is one of the lucky ones who can show a clean bill of health, and hence he has been reinstated.

WHEELMEN who are desirous of collecting a valuable cycling library are referred to our advertising page on which will be found a number of publications of great permanent value and interest.

WE are to have a tricycle rom once

written by a charming young New York lady, Miss Lilly Currie, who has already achieved some literary notoriety. She is an enthusiastic rider of the tricycle herself, and is reported as no slow coach on the road.

FROM every direction do we hear that new tracks, specially built for cycling are springing up. In the near future it is not impossible that we shall have a grand racing circuit, beginning with Boston, no we mean Lynn, and ending at New Orleans, or if the route were reversed, the lover of green peas might follow the growth of that delicious vegetable north.

THE Nashville boys are thoroughly enjoying themselves in the use of their home trainers when they are not riding on the road.

THERE are no more beautiful roads than those round about Nashville. Our first introduction to a real bicycle was in that city.

LOUISVILLE cyclists are ready to back Friedberg and Wells against any one we Easterners may have in the fancy and trick riding business. Why not bring them to Boston in May and show us how?

CLEVELAND, Ohio, claims to have five hundred cyclers in that city. The Cleveland Club held high carnival at the skating rink, Wednesday, 21 March. It was quite a success from both an artistic and financial point of view.

THE rumor that the management of the new Lynn track will not refuse the entries of such men as Hendee, Rhodes, and Rowe needs confirmation, such action under the present state of affairs would of necessity shut out the "Simon pure."

STEVENS intends to do some photographing while on his tour, and consequently he had a small camera sent him at Calcutta.

WHEELMEN will notice that according to the revised rules all who send in their applications for membership in the L. A. W. after 1 April, need send but \$1.25, instead of \$1.50. After 1 May the initiation fee will probably be increased from fifty cents to \$1.00.

Now this is plucky: Six members of the New Orleans Bicycle Club will ride all the way from New Orleans to Boston on their wheels. *The Bicycle South* says: This will be a long as well as a novel trip and considerable walking will be of necessity indulged in. The party at present consists of A. M. Hill, E. W. Hunter, W. L. Hughes, H. W. Fairfax, C. M. Fairchild and S. M. Patton. THE WORLD will watch and record their progress with interest.

THE *Bicycle South* comes to us this week in an enlarged edition. We add our congratulations at this evidence of prosperity. Verily this cycling business is growing apace.

*DON'T forget to read over the page of our cycling publications. All those interested in the history, practice, and ro-

mance of our pastime should make out their list, and send it in at once.

THE Boston *Globe* says: "With all due respect to the dealers, it must be admitted that it is hard to understand how a man who is a mechanic or a clerk, with no apparent means of support beyond his salary, can afford either the time or the money to travel from one end of the country to the other throughout the riding season. These men are paid an enormous salary considering the little time they work in the stores or factories, and when they wish to attend a race meeting they are allowed all the time they want without loss of wages. The salary is so large that the racer pays his own expenses, and still has a neat balance for himself, and in this way the dealer is free to swear that he pays the man nothing for racing."

IRISH wheelmen are somewhat exercised because the programme of the American tourists through a portion of Europe does not include any part of the Green Isle. An exchange suggests, they land at Queenstown, make a drive for the Lakes of Killarney, thence to Scotland *via* Belfast, — a good suggestion indeed, and one worthy of the consideration of the tour master. There is no more charming spot on this good world of ours than the Lakes of Killarney.

WHY! Why! just listen, what a prominent St. Louis paper says about chairman Bassett & Co., "Western men do not propose to be bulldozed by a dampfool racing board, and a prejudiced one at that." Now, really, gentlemen, is not that a wee bit emphatic?

SPRINGFIELD is regarding Lynn with a very stony stare, the raised corners, the splendid surface of the new track in the latter city are matters of great and absorbing interest to the Springfield boys. Then, you know, Lynn is nearer to Boston; and by the way, speaking of racing tracks and Boston, the bosom of every Bostonese should swell with pride when they think of their own unapproachable (*that's the word*) racing tracks.

THE powwow and rumpus kicked up by some of the press, and also by individual wheelmen and clubs re the action of the Racing Board is an outrage on that body. To these malcontents we would suggest the reading of the article on which the action is based.

THE *Sporting Life* thinks it has hit the nail on the head when it says of the Racing Board's action, "The wholesale slaughter is more of an effort on their part to bring the absurdity of the amateur rule as it now stands directly before the vast membership, who are more or less interested through their club mates thus disfranchised. There is no doubt that their plans have had the desired effect, and the rumble of the volcano of trouble is plainly heard, which promises to gather full force and burst upon the next annual convention." Well, who knows?

ONE of the results of a recent trip East of a friend of mine who is a close

observer, is a conviction in his mind that the tricycle is the coming machine. I am glad to think so. This is not said in disparagement of the bicycle. The "bike" is my machine. But the "trike" is adapted to such a great number of people who would never think of using the former, that a speedy and large introduction of the latter will spread wheeling with enormous speed. The trike is of universal use. It is for all women, and for old men, middle-aged men and young men. I do not assert that it is for boys, because there is not verve, life, and bruises enough in it for them. The trike, too, is a carrier. The bike is a carrier only to a limited extent. The great improvement in the trike in the past two years has made it as speedy as the bike. It is said that the new Quadrant is a better hill climber than a bicycle. At all events one beat Arthur Young, and I do not remember how many more, in the race up Corey hill. There will be several new styles of tricycles at the wheel agencies, some very light for ladies' use. Reporter Hicks, of the *Post-Despatch*, has proved how useful to a newspaper man a bike is. I presume that the women employed on reportorial force of the dailies will see how useful to them a tricycle would be. — *St. Louis Spectator*.

MR. L. H. JOHNSON, of Orange, N. J., was in town last Monday, and called in to present his kind regards and best wishes to the new editors. Mr. Johnson reports that business is fairly booming in the Oranges, though the weather lately has been anything but pleasant in his locality.

BOSTON men will be glad to hear that great repairs are being made on Washington street, Dorchester, from Bowdoin street to Norfolk, and none too soon, as the surface has been in a condition that would disgrace the Western wilds.

PRIVATE advices indicate that a large representation from Chicago and St. Louis will be with us next month. Good! We want as many of the prairie boys and the heroes of son-of-a-gun-hill as will come. Our village is large and our taverns ample in accommodation. We like the fresh, breezy, energetic Western atmosphere they will bring with them. We will surrender Corey Hill to the hardy men of St. Louis, and the splendid surface of the Reservoir to the fast men of the Boulevards.

RUMOR had it that a Boston Club man was seen riding in hot haste over the Milldam toward the suburbs. Such an unusual proceeding on the part of a member of the club demanded investigation, and so a reporter was despatched to 87 Boylston street. The facts proved that a member of the Boston Club of sporting proclivities having heard that an "athletic exhibition," under the auspices of the Massachusetts Bicycle Club, was to take place at a certain secluded spot in Brookline, had been tempted to break through the traditions and the usual custom of his club and mount a heel.

❖ ANOTHER VICTORY FOR THE ROVER SAFETY. ❖

On Saturday, March 13, A. J. WILSON, on a ROVER SAFETY, one of the Hares in a Hare and Hounds chase, carrying a bag of paper and scattering it while riding, defeated PHILIP FURNIVAL on an ordinary bicycle, 6 min. 50 sec., in a 10 1-2 mile run.

J. A. R. UNDERWOOD, Agent, Washington St., Dorchester, Boston, Mass.

Munger Captures Another Record.

Mr. Munger captured the 50 mile road record at New Orleans last week in 3 hours 2 minutes and 34 seconds, beating the world's record by three minutes. The particulars of the performance are not yet to hand, but we understand the difficulties he had to surmount were of considerable magnitude. The route was back and forth over one of New Orleans most crowded thoroughfares and it crossed eight streets through which flowed a constant stream of vehicles, hence great care had to be exercised and frequent delays occurred. In view of these facts the performance is one to be proud of. Mr. Munger rode the same 57-inch Apollo on which he has mowed down previous records in the East, last fall.

THE Massachusetts Bicycle Club have established a tricycle division, and last Tuesday night elected to the office of captain of this division, John T. Williams. His lieutenant will be W. Palen.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Anent Handle Bars.

Editor Bicycling World:—In all the discussions, I have seen nothing in regard to the proper place for handle bar. Is the curved handle bar, as now made, in the right position in front of head? I suppose it was first placed there to give leg room. Is there any other reason why it should remain there? Are there not many to show that its proper place now is back of head? The curved handle bar has undoubtedly come to stay, as it brings the handle in a better position for power, especially for those with long arms, but is it the best for the majority of riders, as now placed? It looks to me, if the handle bar was now placed back of the head, it would bring the handles in a better position for power; nearer the body, taking away that strained hunch-back position that the majority of riders show

in riding with the dropped handle, and at same time enable a rider to change his position for power, ease, or safety, as he may wish, and yet give him one and a half inches more rake, without affecting the steering. I would like to hear opinions of riders in regard to it, and especially those with short arms. 43.

Calls the Parade Ridiculous.

Editor Bicycling World:—E. J. Shriver, of the New York Club, seems to be on the right side of cycling questions. I wish to second him in his desire to do away with the flummery and nonsense of the parade. The show, the procession, the band, the flags, the gilt-edged uniforms, and all the foolishness of the parade is a disgrace to cycling. It is bad enough to have the parade, but when the management of the Boston Meet undertakes to trot out a brass band it goes too far and should be sat upon. Even if we have got to have the parade, let us, at least, be spared the mortification of riding behind a brass band. I hope the League members will rise *en masse* to protest against it. It is a useless expenditure of money. It tends to make the sport ridiculous in the eyes of the public, and to keep sensible men from becoming cyclers. I know a great many wheelmen who will not parade at all; and I know many more who will not ride behind a band under any circumstances. There is a growing feeling of disgust with a management that wishes to bring cycling down to the level of a puppet show, and make it the laughing stock of every sober-minded citizen. If there is a band in the Boston parade it will do cycling an irreparable injury in this city.

J. V. W.

NEW YORK, 4 April, 1886.

Don't Want the Parade.

Editor Bicycling World:—I am pleased to notice that there are one or two members of the League who believe the parade business is flummery, and foolishness. Mr. S. hits the case fairly and squarely in the face, when he calls it by the name he does. I also notice you give the idea a quiet dig, and I judge from that, you are not in favor of the exhi-

bition business. I am an elderly man, a cycler, and a League member. I am called dignified by my friends, and when I took to the cycle for recreation and health, I could feel I had somewhat lost caste by so doing, but that was temporary, and they now, one and all, have re-established me in their esteem and respect. Now, Mr. Editor, I know I need not parade, if I don't want to, and you can rest assured that I shall not; that is not the point, it is the belittling effect the circus business has on the general public.

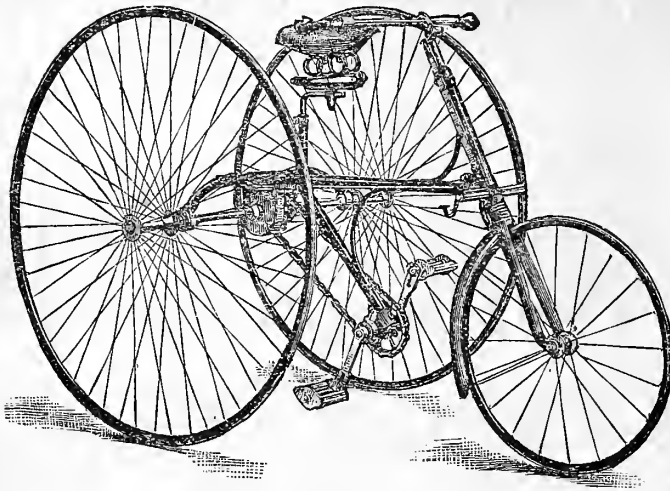
It is befitting a gang of children, and not a body of men; we have had to battle against prejudice, and we have gained a position in all communities, and a recognition that the wheel is not a toy. In 1880, I am prepared to admit that a parade was admissible, and perhaps even had a proper effect, but I protest that the condition of things in 1886 has materially changed. The body of cyclers is now largely made up of men of middle age, to whom the idea of display and ridicule is intensely repugnant. They, of course, will abstain from parading, but that is not the point, the ridicule is directed to the body of cyclers, and though the man of retiring disposition may not make a show of himself he would have as a cyclist to take his share of the odium thrown on the general body. Now, seriously, why cannot we abandon this Barnum business this year, and give our energies to making the stay of wheelmen in our midst a pleasant fact and a joyful memory. We have hundreds of miles of splendid surface, through unsurpassed suburbs. Why not let us relegate this relic of childishness to the same place where all such obsolete and unusual foolish customs have been consigned, and become men with men's ideas and not boys?

I hope some other, more able and convincing than I, will raise the voice of protest. I hope the League will abandon the parade during the coming Meet in Boston, and that the visiting members will devote their spare time to a more rational way of enjoying themselves. For the respectability, and dignity of cyclers I say, down with the parade. Who will enter the list on my side?

R. M. P.

BOSTON, 3 April, 1886.

MANUFACTURE



Singer's Straight Steerer.

MADE BY SINGER CO., & COVENTRY, ENGLAND. IMPORTED BY W. B. EVERETT & CO., BOSTON, MASS.

This is an automatic steering, or Crippler tricycle, and is a new introduction, having been shown for the first time at the Stanley Show this year.

Described briefly, it has 40-inch driving and 22-inch steering wheels, with $\frac{7}{8}$ and $\frac{3}{4}$ inch tires; crescent rims of very deep section; butt-ended direct spokes; ball-bearings to all parts, except pedals: Reynolds' chain and Pritchards balance gear; central geared and central driving; bicycle cranks and pedals, and bicycle steering controlled by a spring; hollow forks, like bicycle forks, only shorter, are used for the steering wheel.

The frame consists of a cross-tube above the axle and parallel with it, from the centre of which another tube projects horizontally forward and supports the steering wheel. A third tube starting at the rear end of the main horizontal tube, and projecting downward and forward carries the cranks.

The cranks can be drawn down to tighten, or pushed back to loosen the chain, by a screw in the end of this tube. A strong lock-nut holds them in place when adjusted.

The frame possesses several features not found in any other machine. These are the following:—

The cross-tube which runs just above the axle is curved downward a little at each end so as to meet the axle about two inches inside the wheel hubs.

The axle itself is made in two parts, each half being enclosed in a tube, called a "sleeve," which has at each end a bearing on which the axle runs. These bearings are about 9 inches apart, one being just inside the hub, and fastened to the end of the curved cross-tube, and the other close to the gear-box. Thus each half of the axle is supported in two places, just where the greatest strains

come, and the whole is thus made absolutely rigid and light. The cross-tube being curved, and joined to the axle in four places, makes a more rigid support than a straight tube would.

Between the main horizontal tube which runs out to hold the steering wheel, and the dropped tube which carries the cranks, is placed a curved brace of crescent section like a piece of wheel rim. A similar brace is placed above the main tube, between it and the slanting tube which carries the steering gear. These braces being semi-circular in section are much stiffer than a solid bar of the same weight would be. These two braces effectually prevent any springing or bending of the crank-tube or of the steering gear, and thus add much to the wearing qualities of the machine.

The method of adjusting the bearings is very ingenious and worth studying. The bearings of each half of the axle, though some nine inches apart, really form one wide double-ball bearing, because they are connected by the "sleeve" through which the axle runs. To adjust both of them it is only necessary to turn the milled ring on the outer one, the one nearest the wheel, and both are adjusted together. A similar sleeve is used for the crank bearings, and both are simultaneously adjusted. Thus, though there are, apparently, four bearings on the axle and two for the cranks, there are but three places of adjustment, a great saving of time and temper.

After giving this machine a severe trial up and down hill, and through mud ankle deep and as stiff as mortar, we can safely say that it is absolutely rigid and strong, and one of the very easiest running machines in the market. On a good road it seems to run of itself; and the brake, which can be applied by hand or by foot, or both, will stop it almost dead even on a steep hill. It is also a good hill climber, but the rider must bear very lightly on his handle-bar, or else his machine will "wobble" from side to side.

Practice will doubtless avoid this, but it bothers a beginner. The machine is geared to fifty-two inches unless otherwise ordered. It is beautifully finished, and is one of the best-looking machines of its type.

EVERY rider of the bicycle or tricycle should have a reliable lamp. Stoddard, Lovering & Co., No. 152 Congress street, Boston, are the sole agents of the celebrated King of the Road Lamps. Send at once for one of their large price lists.

PAPA WESTON'S Cycling Log Book will not be given to American riders quite so soon as was intended, as the publishers have determined to secure the copyright abroad as well as in this country. This makes it necessary to publish a foreign edition, either before, or simultaneous with, the edition in this country. It argues well for the merit of the book that the publishers should think it worth while to incur this extra trouble and expense. We await the results with interest.

SPACE for the Boston Club show is going like hot cakes, and the affair promises to be one of the greatest interest, and a valuable feature of the League Meet. This show should and no doubt will be the means of drawing many more to Boston who desire to get knowledge from what they will see.

BOSTON is to have the pleasure of a visit from Mr. Singer, of the firm of Singer & Co., Coventry, England. He will arrive here the last of the week. It is the gentleman's intention to tarry on our shores some time. He will not however, confine himself to the Hub, but will take a trip inland, combining pursuit of pleasure, and a look into his business interests.

THE King of the Road Lamp has been the leading light for bicyclers and tricyclers for the past three seasons, and still leads all others. Send to Stoddard, Lovering & Co., No. 152 Congress street, Boston, for large price list.

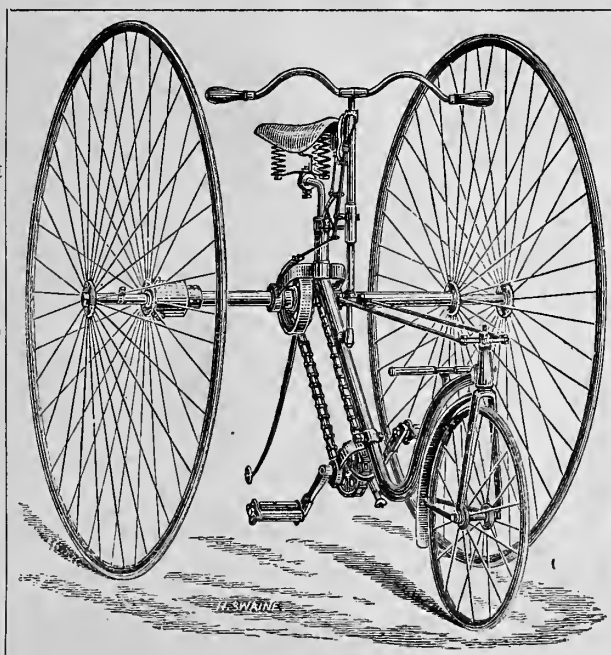
JOHN V. STEPHENSON is right in saying that H. S. Wood's articles on "Men I have Met" is no reason why he should not be elected. "London W." says that if he were in Pennsylvania Mr. Wood would receive his ballot.

Thanks to the Globe.

"THE first issue of the BICYCLING WORLD, under its new management, is a number to be proud of. All the best features of the old paper have been retained, and a number of new ones added, which add not a little to the value of the journal. The news is presented in a bright and breezy style, which cannot fail to prove attractive. The new editors are C. W. Fourdrinier, J. S. Dean, and F. W. Weston."

The Coventry Machinists' Company's
CELEBRATED
"RANELAGH CLUB"
TRICYCLE.

SEND FOR
ILLUSTRATED
CATALOGUE.



SEND FOR
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CATALOGUE.

[*Inventions Journal*, May 16, 1885.]

"It may be said of this machine, that as a front-steerer it is the safest and best form of tricycle in existence; that it is splendidly finished, and will be found by active tricyclists as capable of great speed and of easy mounting, 7½ miles on a heavy road being easily performed in thirty minutes."

NEW TRICYCLE FOR 1886.
THE "MARLBORO' CLUB."
(AUTOMATIC STEERING.)

239 COLUMBUS AVENUE, BOSTON, MASS.

GRACEFUL.**STANCH.****RELIABLE.**

THE POPULAR
AMERICAN CHALLENGE BICYCLE



For 1886.

The PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the money EVER PLACED upon the MARKET.

PRICE, 52-INCH,

Standard Finish, Parallel Bearings,

\$74.00.

IT HAS

The G. & J. STRAIGHT, DROPPED, and COW-HORN Handle-Bars, in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES.

The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.

The G. & J. PATENT PARALLEL BEARINGS, which are held in SPHERICAL CASES, and adjust THEMSELVES AUTOMATICALLY to any bend in the forks.

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The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.

The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.

The G. & J. LONG DISTANCE SADDLE with attachment to tighten or loosen the leather at will.

FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED and WELDED STEEL, and Spokes are BUTT ENDED.

For further information concerning this excellent Machine, and the largest line of Cycles and Sundries manufactured in the United States, send for new 48-page Catalog, to

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222 and 224 NORTH FRANKLIN STREET, CHICAGO, ILL.

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The author of this work being at once a responsible medical man and a rider of world-wide renown, it has an authority which no other book on training possesses. As its hints and directions are in every way *practical*, it can be strongly indorsed as giving all the information that a book can give on this important subject.

By Mail, 50 cents.

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A Collection of Club Songs, by A. S. HIBBARD, ARTHUR YOUNG, and T. S. MILLER.

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The Tricycle.

By B. W. RICHARDSON, M. D., F. R. S.

A Collection of articles written by Dr. RICHARDSON for the Magazine *Good Word*.

INTERESTING AND FULL OF HINTS.

Bicyclists' Indispensable.

By HENRY STURMEY.

All issues of this work are now out of print. The last was issued in 1882. A new volume was promised for 1885, and will be sure to come in 1886.

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BY HENRY STURMEY.

The last was published in 1884. We have a number of back issues in stock which are valuable to refer to. We will close them out cheap at the following prices:—

		Mail.	At Office.
1882	- -	25 cents.	15 cents.
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A book of convenient size, contains forty-eight pages and forty-two distinct routes, with many side and return routes, reaching fully one hundred distinct points. The road distances are given, and also the usual condition of the road bed for each street, the important hills and coasts, the rivers and railroads crossed, the hotels, the special attractions, the points of interest, and the turnings are designated as right or left.

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A Book for Beginners, giving full Instructions for Riding, with Hints, Suggestions, etc.

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Guide to Bicycling.

BY HENRY STURMEY.

100 Pages.

CONTENTS.—History and Status of the Bicycle; Learning to Ride; Selection of Machine; Table of Sizes; Table of Sizes by Leg Measurement; Hints on Purchasing; Care of Machine; Dismounting; Road Riding; Costume; Accessories; Clubs, Racing and Training; Construction of Track; Cycling Institutions; Forms for Club Constitutions, etc. etc.

A Book for the Veteran and the Novice.

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The Christmas Number of

WHEELING

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A complete History of Cycling in America and England. Every Club should have a set. The early numbers will soon be gone. Vol. II is already out of print, and we have but few copies of I, III, and IV.

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The Set - - \$1.25 each.

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A COMPLETE MANUAL OF DRILL FOR CLUBS.

The best Work of the kind.

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A collection of Parodies and Poems, by the veteran Poet of the Wheel. Bound in cloth.

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Has all the news, and makes a specialty of Practical Articles.

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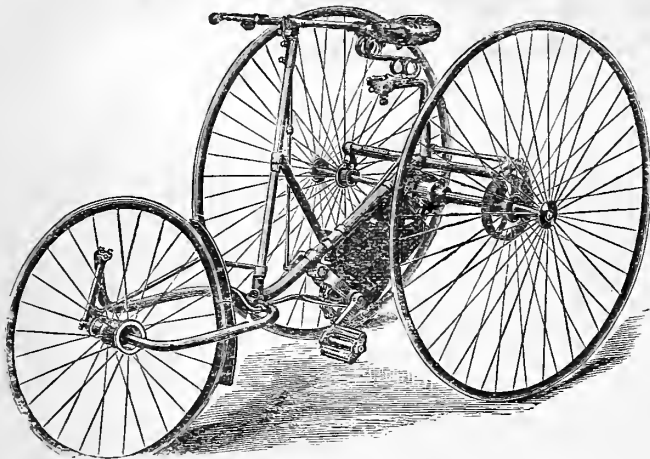
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NEW THREE-TRACK ROYAL MAIL TRICYCLE.

THE FAVORITE

And Best Pattern for Road Riding.



Wheelmen know that in all country lanes and roads the horse path is rough and sandy, and in this the front small wheel of Three-Track Tricycles runs and causes the whole machine to run hard. This two-track pattern passes *over* such path and all obstacles, the front wheel being on one side. In three-track machines, one has to step over the front frame and wheel to mount, and also becomes entangled in such in case of accident. In this two-track pattern, access is very easy, especially for ladies. One can get in and out without labor or difficulty, in fact, merely step down and out.

The RADIAL, With Bicycle or Side Steering.

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

THE Stoneham Bicycle Club gave a very successful entertainment and danced in calico on Wednesday evening.

THE University of Pennsylvania Bicycle Club is proud of its captain. As he is the amateur champion high jumper it ought to be.

THE Manchester Club was to run to Lynn yesterday. With Sabin for leader and pace maker we fancy it was a fast day run.

OLD Dick Tombs will lead his good men and true of the Boston club on their annual Fast Day outing.

IT is reported that the East Cambridge Cycle Club has also caught the fever and has reorganized with three men at the helm. President, H. A. Lienhard; capt. C. H. Singleton; first lieut. F. E. Lunt. Gentlemen of the E. C. Cycle Club we wish you luck.

IT is reported that the city club of Brockton will instruct novices in the art of riding at a skating rink. Now this is very commendable in the city club.

THE Massachusetts Club closed a most successful series of winter entertainments last Saturday. The club will now take to the road for entertainment.

THE Boston Club will also take a trip to-day, the Woodlawn being the objective point. The Boston men know where to get a good dinner. Those members who feel that the Woodlawn is "some distance" will take in the Reservoir and return in time for a home dinner.

CHELSEA men are not dead. There is a call for a meeting Tuesday, 6 April, and

from the ashes of the defunct we expect to see a full-grown and fat phoenix arise.

THE Westfield Club held a very successful reception last Friday evening.

SEVERAL clubs in Boston and vicinity have called runs to attend the hop to be held under the auspices of the Waltham Bicycle Club, 15 April, at which time it is expected the moon will be full.

THE Lowell Bicycle Club is heard from. They held their annual meeting last Thursday and had a jolly good time. They appeared yesterday on the road as a club for the first time this year.

THE Boston Club put in a good batch of new members at the meeting last Wednesday.

THE Nonantum Club will be photographed on Fast Day. We shall hope to receive a copy to put in our collection. The secretary please take notice.

THE Cambridge Club is flourishing and at the meeting held last Monday six new members were added to the roll.

THE Ramblers (St. Louis) held a caucus last Monday night and selected the following list of nominees for office in the staff of the Missouri division. We believe the selections are wisely distributed, and the ticket deserves unanimous support: Chief consul, J. S. Rogers; secretary-treasurer, L. J. Berger; representatives, T. W. Overall, Kansas City; Geo. C. Oeters and Arthur Young, St. Louis. Racing committee, J. S. Rogers (chairman), E. M. Senseney, W. M. Brewster, R. C. Gordon, St. Louis, and L. Gordon, Kansas City. Touring committee, L. J. Berger (chairman), C. H. Stone, St. Louis; J. W. Neill, Mine LaMotte; E. A. Clifford, Clarksville; Frank S. Ray, Kansas City.—*Spectator*.

It is likely that Dallas, Texas, will soon have a club in the League of American Wheelmen with proper grounds

and a first-class cinder track. The matter is being handled with characteristic energy by bicyclist Will Knox. — *Dallas (Tex.) Morning News*.

ALL members of the Boston Bicycle Club who ride tricycles are invited to meet at the Faneuil House, Brighton, Saturday, 17 April, at six o'clock P. M. Supper will be served at half past six. A start will be made from clubhouse at five o'clock. The tricycle division of the club will be re-organized and new officers elected. Please attend.

Yours truly,

J. S. DEAN,

Promoter without authority.

CYCLISTS' TOURING CLUB

C. H. POTTER,
Acting Chief Consul,
99 Superior street, Cleveland, Ohio.

DUES for the first year, \$1.00 in advance; annual dues after first year, seventy-five cents. Application blanks can be obtained by forwarding a stamped addressed envelope to the State consul of the State in which the applicant resides. The list of State consuls, as far as appointed, is:—

Connecticut.—F. A. Jackson, 608 Chapel street, New Haven.

Colorado.—Geo. E. Bittinger, 608 Harrison avenue, Leadville.

Illinois.—L. W. Conkling, 108 Madison street, Chicago.

Massachusetts.—F. A. Pratt, 3 Somerset street, Boston.

Maryland.—S. T. Clark, 2 Hanover street, Baltimore.

Missouri.—W. M. Brewster, 309 Olive street, St. Louis.

New York.—Dr. A. G. Coleman, Canandaigua.

New Hampshire.—W. V. Gilman, Nashua.

New Jersey.—L. H. Johnson, Orange.

Ohio.—Alfred Ely, 873 Prospect street, Cleveland.

Pennsylvania.—F. S. Harris, 718 Arch street, Philadelphia.

Rhode Island.—A. G. Carpenter, 2 Westminster street, Providence.

Wisconsin.—B. K. Miller, 102 Wisconsin street, Milwaukee.

Iowa.—S. B. Wright, Oskaloosa.

Wyoming Territory.—C. P. Wassung, Rock Springs.

APPLICATIONS FOR MEMBERSHIP.—Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: Andrew G. Slevin, Plainfield, N. J.; F. S. Ray, 620 West Eighth, Kansas City, Mo.; J. K. Thompson, Fort Porter, Buffalo, N. Y.; G. C. Newell, Pawtucket, R. I.; Frank W. Miller, Ashland, Ohio.

OUR CARD.

We commenced making tricycles in the spring of 1883. At that time we took out a license from the parties claiming a control of the business, and paid royalty on all machines made and sold until the surrender of this license in May, 1884. This license was taken to avoid harassing litigation with which we were threatened.

We surrendered this license for two reasons: first, because we were entitled to do so by the provisions of the license (we having refused to take the license without the right to surrender it at our own election); second, because we were advised that we did not infringe any of the patents included in the license.

In the summer of 1884, after the surrender of our license, the Pope Manufacturing Company applied in the Massachusetts Supreme Court to Judge Colburn for a temporary injunction to prevent us from manufacturing tricycles, claiming that we were infringing their patents. This petition was *denied*, after a full hearing.

On 7 Feb., 1885, we made a contract with the Pope Manufacturing Company, under which we were to make bicycles and tricycles under their patents, and they were to use the Bown adjustable ball bearing patent for mutual considerations.

In 1885 we manufactured and sold about eleven hundred bicycles.

Subsequent to the making of this contract, the Pope Manufacturing Company sought to force upon us one of their regular cast-iron licenses. To those who have seen this paper, we need make no explanation of our reasons for refusing to sign it.

On 17 July these people notified us of the cancellation of this last agreement. On 14 Dec., 1885, we acquiesced in its surrender, leaving the ground clear between us.

On 12 Feb., 1886, the Pope Manu-

facturing Company brought to a hearing its suit in equity, to collect damages and royalty alleged to be due on our original license of 1883. We pleaded a demurrer and it was sustained by Judge Gardner. This decision has been appealed by them to the full bench. Their next step was to ask for a temporary injunction on the patents involved in the contract of 1883. This was argued before Judges Colt and Carpenter, in Providence, 4 and 5 March. *The injunction was denied*, with the remark that there was grave doubt of infringement, and the patent did not appear to be the foundation patent.

On 13 February they attached the property of the Ames Manufacturing Company in the sum of \$25,000, and our property in the sum of \$20,000 on five suits at law, claiming infringement. 3 March, they further attached the property of both companies for \$28,000, making attachments amounting to all to \$73,000. We asked the Court to reduce the amount of these attachments as being excessive, hoping to be able to have the Court look somewhat at the merits of the case, but the Pope Manufacturing Company's attorney refused to allow this, and the reduction was not made.

17 March the Pope Manufacturing Company paid our claim for \$202, and interest for about two years, with double costs, in order to prevent our getting a judgment against them. They claimed to have a defence against this suit till time for hearing on the merits of the case. On 19 March they brought an attachment suit against us in Connecticut for \$6,000 upon the contract of 1883, which had been surrendered, and their attorneys refused us one day's time in which to provide security and filed a petition in insolvency against us in Connecticut. 26 March we appeared at the hearing and gave satisfactory bonds for the claim, and the proceedings were dismissed.

This is where the matter stands at present. Why we have not furnished bonds to dissolve the attachment of \$73,000 may not be a matter of ability so much as one for which we have our own reasons. "A good wine needs no bush." Honorable dealing needs no advertisement.

We too believe in honorable methods, and we so thoroughly believe in them that we would not go so far as to inspect the works of our competitor without his knowledge, nor would we conspire with any of his employees to keep us informed as to his movements and manufactures, nor would we endeavor to buy up his friends and advisers.

This matter may be carried to such an extent as to prevent our putting our 1886 Victor on the market this spring. We may be obliged to wait the decisions of the courts, which will prove to all, what we are thoroughly convinced of, that we are right. We are anxious to make our defence before the courts, and shall endeavor to push the matter to a speedy hearing.

In our endeavors to break a hitherto successful monopoly, we have in mind the interests of all cyclers as well as our own, and although this is not entirely a "labor of love," we shall, if successful, be willing to relieve wheelmen of a part of the burden which they have hitherto patiently borne.

As far as we are accused of using the property of other people, we can simply say, it is not only untrue, but we can and will prove that out of the six dozen bunched patents there is not one of them, that relates to the ordinary cycle of to-day, which is valid.

There are two sides to every case, and this is ours. Justice cannot move too quickly for us, and on its decisions we rely. No amount of oppression can drive us from the field.

OVERMAN WHEEL COMPANY.

Boston Bicycle Club Show of Bicycles, Tricycles and Accessories

TO BE HELD IN BOSTON DURING THE LEAGUE MEET.

All Applications for Space should be made at once to

J. S. DEAN — — — 28 STATE STREET — — — BOSTON, MASS.

New York Wheelmen

SHOULD READ

"Titnam's Notes"

IN THE

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NOW IN STOCK.

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THE CYCLIST

Christmas Number.

THE ILLUSTRATIONS are far in advance of anything ever before attempted, the inventive genius of the authors being splendidly carried into effect by the facile pencil of GEORGE MOORE. There are

14 Full-Page Lithographs,

Comically depicting all manner of cycling episodes, in addition to numerous smaller illustrations, comprising headings, incidental side sketches, *fac-similes*, silhouettes, tailpieces, and a series of

43 PORTRAITS

Of Typical Racing Cyclists.

The text abounds in Wit, Humor, Fun, Satire, in both prose and verse, and there are Two Original Cycling Songs set to Music; also

FADKIEL'S KOMIC KALENDAR FOR 1886,

Embodying Predictions for the Months; and Fadkiel's Hieroglyphic must not be missed by any one fond of a hearty laugh.

By Mail, 50 Cents.

BICYCLING WORLD CO.



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FOR THE

INTERCEPTED LETTERS

IN THE

BICYCLING WORLD.

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[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

COLUMBIA TRICYCLE for Sale Low. Will take any offer as owner is going west and must sell at once. Address TRIKE, BICYCLING WORLD.

FOR SALE.—Rudge Safety, 38-inch, perfect order, nearly new, \$85. Address P. O. Drawer 202, Holyoke, Mass.

FOR SALE.—A 56-inch Rudge; is in perfect condition, and will be a big bargain for any man who wants a 56-inch. Has had the best of care. Address, W. H. E., P. O. Box 2928, Boston.

RACING MEN.—If you want to buy a good racing machine, write to us; all sizes in stock; prices low. STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—British Challenge, 56-inch, never been used; nickel and enamel; everything complete; price \$90. Address Box 5319, Boston, Mass.

BARGAINS.—One 56-inch three-quarter nickel British Challenge, in good order, \$70; one 54-inch Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

FOR SALE.—One 36-inch Rudge Safety, only slightly used, good as new; cost \$140; price \$115 STODDARD, LOVERING & CO., Boston, Mass.

FOR SALE.—Bicycles and tricycles, shopworn and second-hand; write for list before buying; prices low. STODDARD, LOVERING & CO., Boston, Mass.

B. SCHULENKORF & SON,

MERCHANT TAILORS,

Club Tailors to the 'Cyclists' Touring Club.

1141 WASHINGTON STREET,

Near Dover Street,

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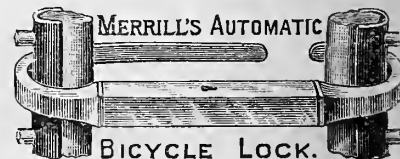
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Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables from \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

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CHRISTMAS NUMBER.

BOSTON BICYCLE SHOE,

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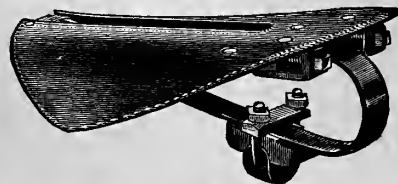
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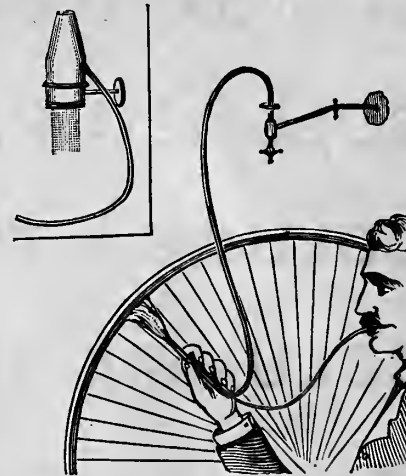
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World's Safety Records from 1 to 20 Miles.

First American Machine to make more than 20 Miles within the Hour.

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Won all Hill Climbing Contests, both as to Speed and Grade.

Won all the First Premiums, when in Competition since 1881.

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[Send for April Catalogue, 51 Engravings.]

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For a 50-inch D or E Finish, with Ball-Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$120.

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Weight of 55-inch, 22 1-2 lbs.

COLUMBIA TWO-TRACK TRICYCLE, \$165

With "Double Grip" Ball Pedals, \$165. With "Double Grip" Parallel Pedals, \$160.

COLUMBIA RACING TRICYCLE \$180

Weight, all on, 47 1-2 lbs.

The Columbia Double-Grip Ball Pedal.

All Bearing Parts Drop-Forged and Case-Hardened.

Interchangeable in Every Part.

Light and Easy-Running.

The Best Pedal Ever Offered Wheelmen.



Balls Gauged 1-2000 of an inch.

Non-Slipping Elastic Double Grip Rubbers.

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The Best Pedal Ever Offered Wheelmen.

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Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

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5 cents a copy.

BOSTON, 16 APRIL, 1886.

Volume XII.
Number 24.

THE
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Great Improvements
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1886.

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CATALOG
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WHEEL CO.

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many different Bicycles but we
have never had one that was
equal to the Victor.

The light weight, great
strength of the backbone and
forks, and the rigidity of the
wheels make the machine
"far excellence". We consider the
method of fixing the tire so
that they will become loose, the
easy riding suspension saddle and
the ball pedals are either of them
sufficient to decide anyone in
purchasing a machine.

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D. Piikoi

A. G. Calkins
J. P. Cummings
J. K. Piikoi
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Sandwich Islands,

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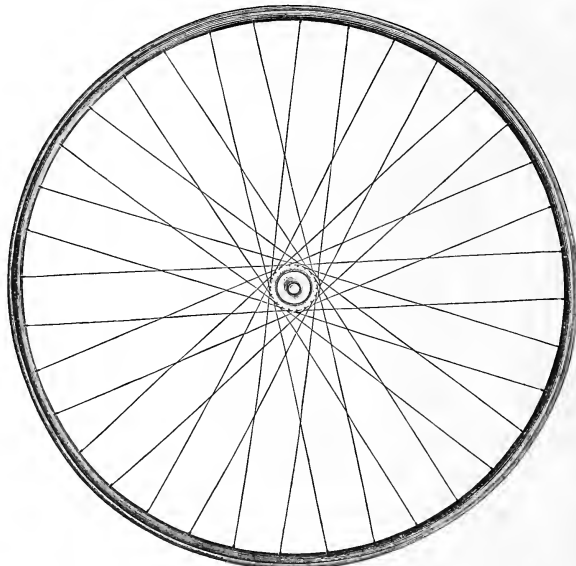
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Before buying your new mount for the coming season, send for price list and description of the

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WITH THE

During 1885 not a single spoke broke or wheel buckled.



Universally acknowledged to be the strongest and most rigid wheel made.

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NEWTON, MASS , April 11, 1886.

MESSRS. W. B. EVERETT & CO.:

GENTLEMEN, — I am very much pleased with my New Singer Straight Steerer. Rode from corner Chester Park to Newton Square in just 24 minutes, with a very strong head wind. This being my first fast ride this season, it speaks very well for the machine. Started for Chestnut Hill in the afternoon, and cleaned out all of the bicycles and teams. At 4:45, started for Corey Hill to see if it was any good at hill climbing, showing the way to about 15 bicycles of all descriptions and, without stopping for a rest, I immediately attempted to get to the top, and succeeded. I rode it down the hill under perfect control, with only the pressure of the thumb on the brake. It is the finest brake I ever saw. Mr. Crocker next tried to ride up, he succeeded in 4:58, he had not been out riding before this season. The surface was not as good as it was at the contest last fall. The reason I was not timed I did not expect to ride to the top when I started.

Yours truly,

E. P. BURNHAM.

CHELSEA, April 16, 1886.

Dear Editor:

We have got that 45-pound Star from James's uncle, and consider it a machine "e pluribus unum." It gets over the ground so fast the tires don't get a chance to get unfixed. This fact alone is sufficient to decide any one in purchasing a machine and a screamer at Stall's, 509 Tremont Street.

Yours,

*H. R. H. PIIETA.

D. Q. PIIETA.

G. W. PIIETA.

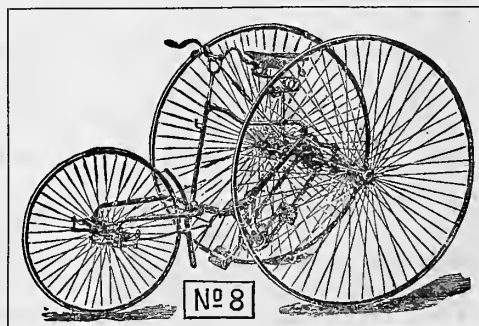
*H. R. H. Piieta is the King of Winnisimmet, and D. Q. Piieta and G. W. Piieta are his brothers.

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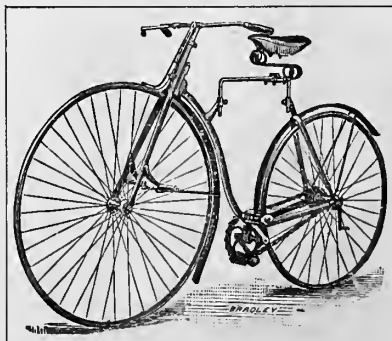
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LEADS ALL SAFETIES



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ROVERS

Are staunch and as light as is consistent with safety.

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THE Bicycling World

Published every Friday

— BY —

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179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

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EDITORS.

C. W. FOURDRINIER.

J. S. DEAN.

F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 16 APRIL, 1886.

FOR THE LADIES.

THE Stanley and other annual shows always mark an epoch in cycling. They are a reflection of the tendency of the pastime during the past year; a mirror, as it were, showing what has been the demand of the public. We will not weary our readers with a dissertation on this subject in its various aspects, but there is one feature of the shows we wish to call their attention to. It is a very notable fact that nearly every large maker has built tricycles especially for ladies, or has altered existing patterns to make them more suitable for the fair sex. This

must mean that there has been a large and marked increase in the number of lady riders, at any rate in England. It is an encouraging sign to us and to the trade. We firmly believe that when ladies ride in considerable numbers our pastime will be given increased firmness, and if it were not now fairly booming, we should also say a new impetus. The time has gone by when the weaker sex is to be put upon the machines discarded by the stronger but better-posted men. Wheelmen should regard it as their pleasant duty to see that every lady of their acquaintance who rides is well mounted. When we see a flushed and struggling girl working along with difficulty on an old loop frame, weighing as much as she does, we feel like breaking through the conventionalities of society and giving her advice. There are so many good tricycles particularly adapted to ladies' use, that there is no need of any of them being mounted unsuitably. We intend from time to time to give such practical information as may be of interest to our lady readers, and would be pleased to have them furnish us any little hints that would be of value and interest to their sisters of the wheel.

OUR friend "Jam Satis" is at it again and trying to pose as a very wise and tremendously well-posted writer. If he was an older cyclist he might come nearer to the truth. A retrospect involves history. History is useless unless true. Jam Satis does not write a reliable retrospect. For example, he says tricycles did not "come into practical use until 1881." Why, in 1880 we ourselves rode tricycles some miles on the roads and toured with tricycles. In 1880 there were several tricycle clubs in England, and the Finchley T. C. and the London T. C. had determined to form a union. During the same year two members of the London Tricycle Club made a nine-days' tour in the south of England, averaging nearly forty miles a day.

In the Currente Calamo of the WORLD of 12 Nov., 1880, Jam Satis will find this: "Tricycles are becoming more plenty."

As Jam Satis and Daisie are great friends I would ask him to read this clipping from the *Bicycling News* published in the WORLD of 19 Nov., 1880: "Several lady tricyclists were seen and appeared to be thoroughly masters of their iron steeds." In the WORLD, of

15 Nov., 1879, I find on page twelve that tricycling is "in great favor with our English and French cousins, especially the former, where many clubs are already formed for the encouragement and enjoyment of it, and where races are had with it." This is enough to show that Jam Satis is about a couple of years out of the way. Again we say, with "Jam Satis," enough for now.

THE cycle show to be held during the League meet promises to be not only a great success but an exceedingly interesting affair. Wheelmen from out of town will, we know, appreciate this opportunity to inspect and compare all the leading machines at one time. Coming, as it does, comparatively early in the year, thousands will avail themselves of the chance to buy new mounts. As this show is an experiment in this country, and as its yearly repetition will depend upon its success now, every one interested in cycling should do what he can to help it along.

"WHERE are our old-time racing men? Have the riders of Boston become effeminate and lazy?" Such, in brief, was the question put to us the other day by one of our old-timers. We answered him as we answer any other inquiring mind that desires light on the same subject. The decline of the racing fever among our city riders is by no means evidence of a backward move in cycling with Boston wheelmen. The answers can be found by the hundred on the roads about Boston in the persons of wheelmen on any pleasant afternoon or Sunday. Our riders have only transferred their affections from the path to the road, a result not to be wondered at when we consider that Boston has never had a first-class track. Had we possessed one like Springfield, Hartford, or Lynn, the interest in racing would never have waned with our Boston wheelmen.

THE action of the Racing Board deciding not to accept any record except made in an open event, will make the fall months of 1886 very bare of record-breaking achievements, as compared with the autumn of 1885. No longer can the ambitious amateur "flock all by himself" as of yore, and startle the world daily by reports of slaughtered records.

English Comments on the Racing Board's Action.

WE have just received the English cycling papers which contain their comments on the recent action of the League in suspending the promateurs. The *Bicycling News*, the oldest cycling paper published, reprints from the *WORLD* the pronunciamento of the Board, and concludes a somewhat lengthy article by saying:—

Thus far the American League has gone, and, should it carry its programme through, it will demonstrate the possibility of putting a stop to a scandal which is bound, if allowed to continue, to do incalculable damage to the sport. If an American association, in the face of the extraordinary monopoly which exists in the United States, can carry through this programme, and permanently bar those subsidized riders who, if all we hear is true, were ready not only to ride a race for a consideration, but to shut out any opponent, if only that opponent was fool enough to let them get up with him, then we say, let all credit be ungrudgingly given to that body, and let our N. C. U., infinitely better placed in this matter, go straight ahead without hesitation, and, if necessary, stake its very existence upon the success of stringent measures. It were better to have no Union at all than to have a King Log, which permits our sport to suffer indignities, while King Stork in the United States is gobbling up the evil-doers. America, accept our congratulations on the possession of a League such as yours! Its existence atones for many minor—well, eccentricities.

The *C. T. C. Gazette*, by far the most independent of our exchanges, on account of the comparative freedom from trade influences, thus passes judgment:—

The League of American Wheelmen has recently justified still further its claim to the sympathy and support of every right-thinking Transatlantic rider, by adopting vigorous measures for the suppression of that intolerable hybrid, the 'maker's amateur.' Although cycling is with it a sport of comparatively recent growth, it finds that the tenets of amateurism are boldly trampled underfoot by the many interested parties who, posing as athletic jewels of the first water, are ndught but base imitations.

That sterling publication, the *Cyclist* says editorially that,—

The action of the League of American Wheelmen will, we expect, entirely prevent any party of American path riders visiting this country this season, as there is scarcely a man of any note as a rider in the States who is not "on the list," and as both the N. C. U. and the L. A. W. recognize each other's suspensions, they will not, unless they satisfy the L. A. W., be allowed to ride as amateurs in this country; whilst, in so far as the English riders are concerned, as their individual cases are also under consideration here, we opine that the League will accept the decision of the Union with regard to them, and reinstate those who succeed in satisfying that body; whilst any party or individual riders visiting the States in the future will have to be exceptionally careful in all their actions to avoid suspicion by either body. As we have frequently before stated, although the maker's amateur is to a certain extent a gain in the matter of sport, his action, as well as that of the rider whose expenses are paid by a promoting club, is undoubtedly an open and flagrant infraction of the amateur laws, and as such is now being deservedly punished, and if the Union will follow up its actions by an equally firm raid upon the book-maker's amateur, "purity of sport" will be something more than a myth.

We may say here, that of the English riders suspended by the League, Furnival and Webber have, we understand, succeeded in satisfying the N. C. U. Executive of their freedom from the suspected taint, and will not come under the ban of suspension issued by the English authorities. We take it for granted that this will satisfy the League of their status.

Wheeling, one of our smartest contemporaries says:—

Simultaneously with this blow struck by the Union comes to us the *Bicycling World* with the record of

the well-conceived and excellently elaborated programme of the Racing Board of the League of American Wheelmen in its campaign against the makers amateurs. And here we may say that the promptitude and business-like steps of the L. A. W., compare very favorably with the progress made by the N. C. U. in the same direction.

The *Irish Cyclist and Athlete* expresses no opinion, and simply says:—

The League of American Wheelmen has gone a step further than the N. C. U.

The method adopted by the N. C. U. is right in line with the action of the L. A. W. The principal difference being that the names of the suspects have not yet been published, and all communications have been sent under cover of registered letter.

Intercepted Letters.

NO. 2. "JONNY" TO "WILLY."

(Sometimes the end justifies the means. If the readers of the *WORLD* consider it does so in this case, and will not inquire too closely into our method of obtaining these letters, we shall be content.)

dere willy

Wach yer givin us wont yure boss give yu ell wen he finds it Out yuve bean an cent me a jack easy insted of a leter an wen he tumbels to it yu wont be in condishun to set down for a month Then yure leter cum by the nex mail an willy yure spellin is orful wy dont yer tend ter punkshuashun i am a editurs boy too now an work for mister baset ees a good un e is an i'd ruther work fer one boss then 40 we mooved up ere las chusedy an i tell yer its ben fun ever cents ther aint many as cums ere but they cums orften thers a big fat chap as baset cals kernel ees ere most all the time then thers a nuther fat chap ony ees a litel un e is baset cals im charlie he wares goggels an keeps a looken as if he wer very much cerprised at sumfin or other then you should ere em laf thay dont talk very loud but kinder quiet like cept now an then wen the feller they cals kernal jumps up an ses give em ell give em ell o you tork about yure dayzy but ees the dayzy now i tell yer e dont look as if e wanted the erth cos he looks as if he owned it al alreddy an then wen e jumps up and ses weel kil em sir weel kil em an brings is fist down on the tabel with a bang jest like the feller at the dime mewzeum were we was willy las satterday i tel yer its jest orful an makes me wish you an me was out west with a revolver an a lasso a untin injuns an a carryin orf maidins to our lare among the mountins baset wants me to go and fech im a chee sanwich an a tin of beir is frugal repas e cals it.

Jonny.

Good for the League.

Recently Mr. Geo. T. Fleming, of this place, a member of the L. A. W., informed me that one Joseph Graham had sued him for \$5,000, and requested aid from the League in fighting the case. I at once communicated with Mr. T. J. Kirkpatrick, Chief Consul, Springfield, O., giving him the circumstances, which were as follows: Mr. Fleming was riding on the platform of the Pittsburg,

Cincinnati, and St. Louis Railway at Uhrichsville Junction, when he met Mr. Graham walking, and his little child following near by. Just as he was about to pass, Graham reached out and took hold of the wheel. In doing so his hand was cut by the brake-spoon. For the injuries thus received, he brought an action to recover the above sum, claiming that he had to catch the wheel to prevent its running over his child.

Upon receipt of my letter, Mr. Kirkpatrick immediately telegraphed me to retain, at the Division's expense, the best and biggest lawyer in this section, to assist Mr. Fleming's counsel. The telegram was followed by a letter giving full instructions as to mode of procedure, etc.

Through Mr. Geo. L. Taylor, Local Consul of New Philadelphia, we retained the best lawyer in the place. The case was tried in the Common Pleas Court and won by Fleming, the jury being out about twenty minutes. No organization could do more (and few as much) toward protecting its members, and the League is thus a practical benefit to all wheelmen in this as well as many other respects.

Yours fraternally,

D. B. McMULLIN, *Rep.*

L. A. W. Bulletin.

To the Trade.

A LARGE number of manufacturers importers and dealers have not returned the blanks for specifications sent out to them by the *WORLD*. To such we would say that if they wish their machines to appear in our proposed publication, they must send these blanks properly filled out immediately.

The Lynn Track Opening.

As we have announced the date set for the Lynn Cycle Club for the opening of its new track, is 31 May. Numerous attractions are being arranged to make the affair a success. The annual meeting of the League of Essex County Wheelmen, will be held in Lynn on the same day. The first Prince-Neilson contest will be run, and it is said that a goodly number of men are in training to capture the Columbia prize cup at one fell swoop by covering twenty miles within the hour. A race for the championship of Essex County, and open and handicap events complete an attractive programme. The suspends, it is said, will enter, and that their entries will be accepted.

ONE of the English suspects proposes to see if the action of the N. C. U. is legal, and at once, on receiving his notice of suspension, placed the papers in the hands of his attorney with instructions to watch, and fight if necessary.

MESSRS. STODDARD, LOVERING & Co., Boston, Mass., offer some very unusual bargains in shopworn and second-hand machines. Send for list.

We are Told

THAT Albert Schock don't want to race at Minneapolis next month, unless he sees \$1,000 good hard cash put up.

THAT a ladies' club is really a thing of the near future in Boston.

THAT if such a club is formed, "Daisy" and "Buttercup" are to be elected president and captain respectively.

THAT no lady will be eligible to membership who is over 28 or under 18.

THAT the Ramblers and Missouris, of St. Louis, metaphorically speaking, embrace once more after a period of mutual ill feeling.

THAT the Cyclone tricycle people are making final preparations to place their machine on the market, and that when it does appear it will be in its perfected form, and not until then.

THAT there is considerable talk about getting up a novice's tricycle road race, between members of the Boston and Massachusetts clubs.

THAT Western wheelmen want to run the League for a while, and see if they cannot handle the amateur question better than their Eastern brethren.

THAT Mr. E. Pettus, captain of the Kings County Wheelmen, has become a member of the B. A. A., and will ride at the forthcoming games under the colors of that organization.

THAT the Highland Park Wheelmen (San Francisco) desire to have the club dog make application for membership to the L. A. W., but that there are serious doubts as to his being able to furnish the necessary certificate.

THAT the Rudge Cycles for 1886 retain all of their old and valued features, with several new ones, which deserve inspection.

THAT Mr. Henry Irving has signified his desire to present the London C. C., of which he is president, with a tricycle, to be raced for at their first meeting. The great Henry does not intend to be merely ornamental, evidently.

THAT a paper race or "kangaroo" hunt is talked of during the meet of the L. A. W., and that this kind of fun is better than a parade.

THAT Mr. Lambert, of the Bostons, has been trying hard to get some one to race with him from the Hawthorne,

but that so far he has not been successful.

THAT Mr. Hodgkins, of the same club, is now riding in fine form, and that Captain Tombs will have to lower his colors of heavy weight champion this summer to the redoubtable Ned.

THAT St. Louis is angry because they think the action of the Racing Board, not accepting board track records hereafter, is aimed at them.

THAT some of the professionals are finding it very hard to secure free mounts for this season.

THAT the re-organization and election of new officers of the Suffolk Wheel Club was a surprise to ex-Captain Webber.

THAT before Chairman Bassett receives his mail, it is opened in a bomb-proof room, and examined by a dynamite expert.

THAT Whittaker, St. Louis' pride, is not a fair weather rider, but that he sticks to his knee breeches rain or shine

THAT "Professor" Rollinson, once such a well-known figure among cyclists in the East, recently died a raving maniac in a California asylum.

THAT Jack Prince confesses to having experienced some very hilarious times while in England lately. And that he confesses to twenty hilarities. How is this, Jack?

THAT the Baltimore Club will have twenty men in the L. A. W. line of parade next month.

THAT Mr. Kirkpatrick attributes his present splendid condition of health to bicycle riding. And that a few years ago he was a broken-down man, but thanks to four months wheeling under advice he was fully restored.

THAT editor Ladish, of the *American Wheelman* is fast ingratiating himself into the good will of cyclists who have had the pleasure of meeting him.

THAT H. O. Duncan started on his seven hundred mile trip from Montpelier to Calais, and that he intends to limit his riding hours to ten or twelve hours.

THAT the proposed tournament of the New Jersey wheelmen on the 16th will have to be abandoned. The rink where the tournament was to be held being in litigation, and cannot be used for preparatory drill.

THAT if the League upholds the Racing Board in its suspension act, the M. A. S. will try and form an association of their own.

THAT since Mr. Aaron has announced his intention of again running for the office of League Secretary, it would be useless for any one else to pose as a candidate.

THAT L. D. Munger says he would just as leave enter the professional ranks as not, but don't like to be kicked in to them.

THAT Henry A. Leinhard is a good man to boom the reorganized East Cambridge Cycle Club.

THAT Dr. Kendall has bought a camera and sworn to photograph every prominent wheelman in the State.

THAT Arthur Atkins is fixing up a big exhibition of Pope machines for the Boston Club's Cycle show.

THAT Chairman Bassett may print some of the private correspondence between himself and President Ducker in relation to the suspension of the maker's amateurs.

THAT \$1,000 and over have been subscribed for constructing the New Jersey bicycle track.

THAT the firm of Zacharias Smith has dissolved, and hereafter that gentleman will have his headquarters at Orange, N. J. The business of the old firm in Newark will be continued under the name of Howard A. Smith & Co.

THAT the new Traveler tandem at W. B. Everett & Co's. place is causing considerable and favorable comment.

THAT the Suffolk Club, of South Boston, is arranging for a three days' tour along the North shore.

THAT Strickland & Pierce have had such a rush on the Boston bicycle shoe as to compel a removal, and can now be found at 156 Summer street, Boston.

THAT Mr. Strickland has invented and patented a new rat-trap pedal, that is said by those competent to judge to be an excellent thing.

THAT there is a chance for some one to make money by manufacturing them.

THAT J. A. R. Underwood has cabled for another lot of Quadrants.

THAT wheelmen will miss it if they don't secure a full line of our cycling publications right away.

THAT F. B. Carpenter, the Crescents old leader, was married last week.

* * *

THAT Ernest R. Benson, who holds the purse strings of the Massachusetts Club, became a Benedict last week.

* * *

THAT F. H. Ruggles, W. H. Edmands, E. C. Hodges, S. W. Turner and our chief editor have all mastered the Rover.

* * *

THAT Messrs. Land and White have been scratching up Corey hill on a "Cyclone" tricycle.

* * *

THAT a tandem road race is talked of for the League meet week.

* * *

THAT the Road Committee of the Massachusetts Club are completing arrangements for a hare and hounds chase, to take place in May. This is a most interesting road sport, and fun can be looked for.

* * *

THAT the trade reports this season as unusually prolific in new riders.

* * *

THAT the Massachusetts Club intend collecting together a complete cycling library. This is a good idea, and we would call the attention of the librarian to our list of publications.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Don't Believe in Cow-Horns.

Editor Bicycling World:—I notice, in your issue of the 9th, a communication from "43," in regard to handle bars, also intimating he would like to hear from riders on the subject. I am glad to see this matter discussed, as it is of considerable interest to wheelmen generally. Take, for example, the present style of wheels with low head, high spring and saddle, and cow-horn handle bars, and it is a physical impossibility to sit erect on such a mount. The only possible advantage in such bars is the increased pull on up grades, and perhaps their appearance, which is certainly a little more graceful than the straight, but when you come down to solid comfort, give me the straight bars every time. I have given them both a fair and impartial trial. Last season I bought a high grade English wheel, and after using it three months I put on straight handle bars at a cost of five dollars, and if I should have a wheel built for me to-day would have no other kind. I am not much of a prophet, but I venture to predict the present style will change in the near future, either to the

old-style straight or else turned up or inward. As for the increased power which is claimed for the low ones, I think the matter is open to doubt, for, aside from my own experience I have noticed that the advocates of the straight will hold their end up with the others on all kinds of roads and conditions. Then again, the comfort and pleasure of coasting is fifty per cent at least in advance of the cow horn; as you are not continually whacking your heels against the wheel, or in danger of getting a spill by your leg pressing on the brake-lever. I believe in theory when supported (to borrow a phrase) by practice, and in practice whether supported by theory or not. Therefore, there must be some modification of the present style or the future race of riders will be a sad looking sight. Very truly,

F. C. WESTON.

BANGOR, ME., 9 April, 1886.

The Exhibition.

Editor Bicycling World:—Will you allow me a little space to say a word about the cycle show to be held at the time of the League Meet. The Boston Club has hired the large hall in the Mechanics Fair Building on Huntington avenue, Boston, for 26, 27, 28, 29, 30 and 31 May. It will give therein an exhibition of all the cycling goods it can gather together. Already the large firms have secured space, and the success of the venture is assured. But it is the club's wish, and it is my desire to make the show complete. I want every bicycle, tricycle, or accessories made or sold in this country, to be found on exhibition. I believe all the exhibitors will be adequately repaid for the expense and trouble they will be put to. Wheelmen will be here from all over the country, and will wait until then to choose their mounts. For this reason, dealers and importers in other cities will find it for their distinct advantage to make a good show. To be out of this exhibition will be to be out the world. We count upon the attendance of every wheelman in the city during either of the four days on which the show will be open, and we count upon the attractiveness of the exhibition itself and upon liberal advertising, good music, and pleasing entertainments, to draw a large part of the general public. The exhibition will open at twelve, noon, on 27 May, and on the 28th, 29th and 31st, at 10 A. M., and will continue open until 10 P. M. on each day. The admission fee will be only twenty-five cents, with season tickets fifty cents. A special wheelman's season ticket will be issued for twenty-five cents, admitting cyclers at all times when in uniform. In behalf of the Boston Club I ask the support of every cyclist, dealer, and agent, in our attempt to gather together samples of every machine and accessory on the American market. As the space is being taken I desire, through the col-

umns of the WORLD, to urge upon all who intend to exhibit, to apply for space at once. Cyclers who desire wheelmen's season tickets should apply for them at once, as they can only be obtained of Mr. Theo. Rothe, 625 Washington street, Boston. Yours, respectfully,

J. S. DEAN, *Chairman.*

Mr. George Singer.

It has been our pleasant privilege to meet the gentleman whose name tops this article, and who is the head of the great cycle firm of Singer & Co., Coventry, England. Mr. Singer visits this country for the first time, and he tells us that Boston has such an English air that he feels quite at home here. The gentleman's mission is one of mixed pleasure and business, and it is his intention to stay in Boston for a couple of weeks or so, and then visit Canada, where his firm have several agencies. He will, of course, take in the "Big Falls," and see all there is to be seen at that famous resort. Mr. Singer expresses himself as being delighted with the activity and prosperity he finds with Messrs. Everett & Co. and with the trade generally. The trade in England he reports as being splendid with his firm, whose capacity to supply the demand has been put to a good test. To give an idea of its resources we were shown a photograph of one of the show-rooms in which were one thousand tricycles put up and in shape for shipment. We hope Mr. Singer's visit to the United States will prove both a profitable and pleasant experience.

Prince v. Woodside.

MINNEAPOLIS, MINN., 10 April, 1886.—The first of a series of races between Woodside and Prince took place here at the Washington rink to-night. Woodside had the call in the betting, and was looked on as a sure winner. The distance was ten miles. Both men were mounted on Columbia light roadsters, Prince being handicapped in the fact that he was riding a machine too small for him, his own machine not having arrived in time for the race.

Both started off at a merry pace, with Woodside in the lead for the first five miles, then Prince took a hand in and made the going for a couple of miles. Woodside challenged for the lead and got it, but not before he had made several splendid spurts. The eighth mile was a hot one, each man evidently trying to run the other out of his wind, but it did not work. Two laps from the finish Prince, who was riding snug up to Woodside's rear wheel, made his effort and rushing past Woodside, captured a lead of twenty feet, which he held to the finish. Woodside claimed a foul, which was not allowed by the referee. The time was five miles, 15.21½; for ten miles, 31.28½. A twenty-five mile race will take place between these men, and one for fifty miles.

RUDGE CYCLES.

Manufactured by Rudge & Co., Coventry, England, and sold by Messrs. Stoddard, Lovering & Co., 152 Congress Street, Boston, Mass.



AMONG the foremost manufacturers of bicycles and tricycles in England stands the great firm of Messrs. D. Rudge & Co., Limited, of Coventry, England, the centre of the bicycle industry.

Their vast works cover over six acres of ground, give employment in the busy season to over seven hundred workmen, and Rudge & Co. rightly claim the title of being the largest manufacturers of bicycles and tricycles in the world. Every bicyclist in England and America is familiar with the name of the Rudge, and their machines are well and favorably known in all civilized parts of the globe. To give an idea of their annual turnout, it may be stated that during the last six years they have actually made and sold over *fifteen thousand* of ONE pattern tricycle alone, and their annual output is from eight to ten thousand machines.

Commencing a small manufacturer some ten years ago in Wolverhampton, the senior Mr. Rudge, having established his reputation as an extremely careful builder both for workmanship and finish, gradually enlarged his works to meet the increasing demand for his machines, and is now established at Coventry, where they have attained their present extensive proportions.

One of the principal features of their machine is Rudge's unequalled ball-bearings, which, for simplicity of construction and remarkably easy running, has given them a world-wide reputation. These bearings were invented by the senior Mr. Rudge some eight years ago, and no machine left his establishment until he had personally adjusted the bearings.

Many manufacturers and makers have tried to improve on them, but without success, and the Rudge bearing is to-day as they were eight years ago, without a rival, and so great is their popularity that many of the makers of other machines are forced to use them.

In point of manufacture and improvements, Messrs. Rudge & Co. have always been one of the most progressive and enterprising firms, and prefer to keep abreast of the times, instead of forcing a demand by the introduction of new inventions which have been untried. They fully believe in having the very latest, but do not consider a change is always an improvement, and prefer to adhere to what they know is thorough and reliable, rather than to make any alterations which may or may not be

found afterwards to be what is desired or could be called an improvement.

With a large corps of skilled draughtsmen and mechanics connected with the works, improvements are constantly being made, and they fully realize the want of the riders in regard to weight, strength, and easy running, keeping in mind that the machine is destined to last a number of years, and that the riders wish a machine to use and not for looks. No pains are spared in making the machines as perfect as possible in regard to strength, lightness, and easy running.

Since the introduction of the Rudge in this country by its American agents, Messrs. Stoddard, Lovering & Co., of 152 Congress Street, Boston, its career has been unequalled, it might be said almost unparalleled.

When the first invoice arrived, they were viewed by a great many riders, but who all thought they were too light, but a number of severe tests, given by such men as Hendee, Midgely, Corey, Clafin, Hitchcock, and other strong riders, soon convinced them that it would stand any test required, and it is safe to say that the Rudge cycles of to-day are purchased on their good reputation rather than by extensive advertising.



RUDGE LIGHT ROADSTER.

Rudge's principal bicycle is called the Rudge Light Roadster, but it is really the solid Rudge roadster of England. It was called the Light Roadster to designate it from a number of very much heavier machines which were manufactured here or imported.

A glance at its construction for 1886 will show its specialties. The *bearings* are Rudge's unequalled ball-bearings to both wheels and pedals. These are perfectly adjustable and dust proof, and set on a single row of case-hardened surfaces, which reduces the friction to a minimum.

The *felloes* are Warwick's hollow pattern, which consist of one piece of steel tubing rolled and pressed into proper shape, making them very strong, and doing away with the objectionable brazing at this point.

It is worthy to know that of the many thousand Rudges sent out, not one fellow has buckled that could be traced to the fault of the machine.

The strength of this fellow will be realized when it is said that it will bear a person's weight without yielding even before a single spoke has been put in.

The spokes are of the single tangential pattern, and possess the following advantages.

First. The tendency of the tangential spoke to snap at the rim is obviated by securing them by a concealed lock nut and washer, making them practically butt-ended, and doubly strong at this point.

Second. Instead of lacing back and forth from the rim to the hub in nearly parallel directions, they now end at the hub, and are firmly riveted on the inside after passing through it. The spoke is thus single, and by being made slightly heavier at the hub, the tendency of snapping is entirely done away with.

The system of crossing is also a new one and works to perfection, being accomplished by one spoke passing over and under another in such a way that each spoke holds its neighbor firmly in place; consequently a rattle is impossible, and wiring entirely unnecessary.

Again, the spokes are placed at right angles to each other, which not only makes the wheel very much stronger and more rigid, but keeps it true, and prevents any possibility of buckling by ordinary use.

The *forks* are very full, elliptical in shape, being hollow to the front wheel, combining great strength and lightness. The backbone is round, being fitted with a pair of very strong semi-tubular rear forks, and following the wheel in a very graceful manner.

The *handle-bars*, one of the most important parts of a bicycle, are of the curved pattern, slightly dropped at the ends.

Although its American agents, Messrs. Stoddard, Lovering & Co., have often been asked why they did not adopt the detachable bar, they have always had the most satisfactory answer to give, viz. that during the three years they have handled the Rudge Light Roadster, they have never had to replace a single bar through breaking, and stand ready to do so when that time comes.

This is as much as to say that if a bar has never broken, the detachable bar is useless, and is the best answer that can be given.

During the last three years, the records on the Rudge Light Roadster, both in England and America, on the road, on the hill, and on the path, has been unparalleled, and it is rare that any important meet or event occurs that the Rudge does not come to the front, to the glory of its rider.

Among the many achievements of the Rudge Light Roadster are the riding of Corey Hill, three times, by Mr. H. D. Corey, on a 32-pound machine, an event which was not accomplished until over two years after; the winning of the League championship by George Hendee, on a 34-pound machine; the winning of the Boston Bicycle Club Road Race by Midgely, on a 35-pound machine; the distance of two hundred and fifty-seven miles ridden by W. H. Huntley in twenty-four hours; and the unsolicited testimonials from the riders of the Canadian, Down East, and the Big Four tour, are ample proof that the Rudge is a thorough road machine, and one that will speak for itself.



AMERICAN RUDGE.

Besides handling the Rudge Light Roadster as a high-grade machine, Messrs. Stoddard, Lovering & Co. also make a specialty of Messrs. Rudge & Co.'s other goods.

One of their most important bicycles is the American Rudge,

a machine built on the same lines as the Rudge Light Roadster, but fitted with direct spokes and solid rim. This sells at a much lower price; but the great popularity attained by this machine during the last two years, and the large number they have sold, has convinced them that the American Rudge has filled a long-felt want of a large class of American riders, viz:—

A first-class, thoroughly reliable, easy running machine, and carefully built, all-round roadster at a low price, and it can unhesitatingly be said for a low-priced machine, either on the English or American market, no other can compare with it in quality, workmanship, and finish.



RUDGE SAFETY.

In 1885, Messrs. Stoddard, Lovering & Co. introduced the Rudge Safety, a small, geared up bicycle of the Kangaroo type. The Rudge Safety is, as its name implies, a bicycle combining the safety of a tricycle and the speed and ease of a bicycle.

In fact, it is a miniature Rudge, with a hollow square bar extending from each side of the driving wheel down in a direct line for about eight inches.

To the lower end of these bars is attached a ball-bearing, through which passes a short axle. On the end nearest the driving wheel is keyed a gear wheel having fourteen teeth, and on the other end is a crank, having from five to six and a half inch throw.

The front wheel is fitted with a hollow rim, seven-eighths tire, and direct spokes. The hub is of gun-metal, the power being transmitted from the larger gear wheel to the hub of the driving wheel by means of a Morgan's patent endless chain. The peculiar construction of the machine allows more freedom and ease of motion than any other machine of its kind.

It has Rudge's ball-bearings to all frictional parts, including pedals, the front wheel bearing being of an especially constructed pattern for this machine. The front fork, head, handle-bar, brake, backbone, rear forks, etc., do not differ materially from the ordinary Rudge Light Roadster. The rake is about the same as the Rudge Light Roadster, the safety being derived from the large proportion of the weight of the machine being placed at the lower end of the fork extension, which acts as an anchor to keep the rear wheel on *terra firma*.

The steering differs in no way from the ordinary bicycle, and is not "sensitive," as in the case where the forks are geared back of the centre of the wheel instead of through it. The rider is placed well over his work, his weight being directly over the large wheel, thereby doing away with much of the unpleasant jar incident to machines with a large amount of rake, where the weight is thrown almost entirely on the small wheel.

The principal improvements for 1886 are the improved method of attaching the front forks by two bolts to the lower extension fork, and the new double ball-bearing, which does away with all side shakes. The lower ball-bearings have been

greatly improved. Owing to the great cross strain at the bottom, it has been advisable to add a new and improved bearing of double rows of balls, which far supersedes all others for ease and durability. It is now perfection.

It can be safely said that it is by far the most convenient machine on the market for storage or transportation purposes, and is certainly the easiest to mount and dismount; while in propelling and steering it equals the ordinary bicycle. It is certainly neat and attractive in appearance, and is well adapted to all kinds of roads, hill climbing, or racing.

Its large sale is sufficient guarantee for its popularity; so much so that one of the American manufacturers have introduced a Safety almost identical in appearance. "Comment is needless."

In the racing line, Rudge & Co. have always been pre-eminent, and the Rudge Racer is so well and favorably known among both English and American riders and racing men, that we need not dwell to any great length on its merits. It is sufficient to say that it unquestionably holds the premier position, not only in England, France, Germany, Spain, Australia, but in the United States as well. Its success for the past year in this country is unparalleled, and it will be a long time before the times, records, and distances made on the Rudge will be equalled.

We do not hesitate to say that the machine is the lightest, strongest, and most durable in the world, and the fact that its record is four and one fifth seconds faster than that of any other bicycle, and that a twenty-two pound machine is ridden regularly by a man weighing one hundred and ninety-six pounds, is proof of this.



RUDGE RACER.

One mile on this celebrated machine has been accomplished in the marvellous time of two minutes, thirty-one and three fifths seconds, at Springfield, Sept. 29, beating all the world's records by four seconds.

In tricycles, Rudge & Co. are even larger manufacturers than of the bicycle, and their specialties for this year are the Rudge Cripper and the Rudge Crescent. Both of these machines are new to the American market, but they will make their name before the season is over.

Last but not least comes a tricycle which can be safely said stands at the front of all tandem tricycles. The Rudge Humber Tandem is too well known to admit of description. Its popularity in England, coupled with its great use by persons of both sexes, has already foreshadowed its career for America, and there will be an active demand among the American cyclers for this machine. Its American agents have placed considerable orders with Rudge & Co., and intend placing it on the market in large numbers the coming season.

For comfort, we have the most convincing proofs that it has attained its object. Ladies in particular are loud in its praise,

on account of the small amount of labor required to propel the machine at a good pace, up steep hills even, and for the comfortable position they are enabled to take; while its peculiar construction entirely obviates the much complained of displacement of the dress, even when pedaling at a fast pace.

The delightfully easy and reliable steering of the Rudge Humber Tandem forms one of its great charms, and has done much towards making it the universal favorite it now undoubtedly is.



RUDGE HUMBER TANDEM.

The rider sitting behind has the entire control of the steering, thus making the seat in front a luxury, especially when used by a lady (which is often the case), and requiring only a minimum of the labor and attention necessary in ordinary tricycle riding.

Probably no machine in England has acquired such a prestige, chiefly owing to the well-known practical and mechanical knowledge of its inventors; and we have every reason to believe that it will be as popular in this country as it is in that. The Rudge Humber Tandem for 1886 will have several improvements, to which we would call your special attention.

First. Instead of having one single brake, a powerful double lever brake is attached to it, which is considered an advantage, as it does not throw the responsibility entirely upon one lever.

Second. The semicircular handle-bar on the front part of the machine can be adjusted so as to make it practical for either lady or gentleman with short or long arms.

Third. Extending from the down tube, holding the forward pedals, and the rear tube is a detachable brace, which effectually prevents any springing together or loosening up of the chains. The front chain is entirely covered by a guard, which protects a lady's dress from dust and dirt.

The wheels are forty-two inches in diameter, fitted with direct spokes and seven-eighth rubbers, making them very strong and extremely rigid. To those who doubt the ease of propulsion or the speed of the Rudge Humber Tandem, we simply say, try it and be convinced.

The policy of Messrs. Rudge & Co. has always been to give the best value for the money, and although in some cases their machines have been somewhat higher in price than others, they have always found that it paid to build the best; and as the American riders fully realize that a cheap machine is always dear at any price, they have had no hesitation in paying a trifle more, and getting the best thing that can be made.

The same high grade of workmanship which characterizes the Rudge, both in bicycles, tricycles, and safeties in England, is rigidly maintained in all machines sent to this country, they being carefully examined before shipment.

A glance at the large warerooms of Messrs. Stoddard, Loring & Co. would convince the riders that they are in the business to stay. Their Bicycle Department is in charge of Mr. H. D. Corey, one of the best-known wheelmen in the United States. Associated with him here are a number of well-known riders, among them being Mr. H. M. Saben, Mr. H. L. Wilson,

Mr. W. H. Huntley, Mr. Arthur Sidwell, and a number of others, all members of many of the various clubs in and around Boston.

Three floors, 80 x 40 feet, are devoted to this branch of the business, and from four to six hundred Rudes are constantly carried in stock; for, with over four hundred agents scattered all over the United States, a large stock of all sizes and kinds must be kept on hand to supply the ever-increasing demand.

It has been the aim and intention of the above firm to place machines upon the American market that will stand, and make a name for themselves.

So far, the Rudge Bicycles and Tricycles have exceeded their most sanguine expectations, and while several makers have copied a number of the principal features of their machines, the Rudge still maintains its enviable reputation, and its agents are to be congratulated on their increasing success and popularity.

Chicago.

WE are having capital weather for riding recently, barring the wind that is sure to worry the wheelman at this season of the year, and the boys are not slow to take advantage of it, so that a cycle rider is no longer a spring novelty. Whatever may be said about Chicago, pro or con, it is certainly a fact that its roads cannot be excelled even by the far-famed Boston. The air is full of rumors as to who is to be the next chief consul. There are two tickets in the field, one of which is headed by C. C. Blake, and the other by Burley Ayers the present secretary. As near as I have been able to get at the facts it happened in this wise. At the Chicago social on the last Tuesday in March, there being a number of wheelmen present from different clubs, a committee on nominations was rather unexpectedly selected, one of whom was Burley Ayers. Mr. Blake's name was naturally brought up at once when Mr. Ayers announced that Blake would not run, which was a little premature, perhaps, as Blake had not stated so officially. The result was that Burley was at once nominated to head the ticket. The next day Mr. A. declined to run, and two days after the *Mirror* went to press he sent them his official announcement, but this of course could have no effect, as it could not appear for a week, when nearly all the votes would be in Philadelphia. Well, Blake's friends, not liking the turn affairs were taking, immediately persuaded him to lead an opposition ticket; and there is little doubt but he will be elected, as he is altogether the most experienced and efficient officer this division could get, and I have not seen any one who did not vote for him, unless the vote was cast before it was known that the independent ticket existed. The remainder of the tickets will probably be pretty generally cut, and substitutions made according to local fancies.

Prince, Eck, and Morgan are very much exercised about the coming circuit of six-day races. It seems to be a little uncertain as to whether such a race can be done here. Eck, in order to do it, must have considerable capital back of him, and that means that the manufacturers must take hold of it. Mr. Gormully told me the other day that he would like to see a race of that kind properly managed, and said that Gormully & Jeffery would unite with the other makers, and, in that event, would suggest that each be represented in the board of management. This seems to me to be about the proper way, and under this arrangement I am sure the race could be made a very gratifying

success. I may be able to tell you more about this matter next week.

The Dearborn Avenue Cycling Club gives promise of being a prominent riding club this season. Its membership is composed of both ladies and gentlemen, the former of whom ride, and well too. They have already organized for the season, and have appointed a date for their first run. Among the recent recruits are Mr. and Mrs. R. G. Hall, of Oak street, who can frequently be seen on Dearborn avenue on a Rudge Tandem, but Mrs. Hall is having a special Ideal tricycle made for her by Gormully & Jeffery, as she is rather *petite* in stature. Chicago is doing a large business in wheels. A. G. Spalding & Brothers report that business is fully up to their expectations, and Major Durell tells me he has no fault to find with the way the Columbias are selling at the Chicago store. The John Wilkinson Company are smiling over their exclusive right to sell the American Champion in Chicago.

Captain Brewster, of the Missouri Wheelmen, and Secretary Sells of the same club, made Chicago a visit yesterday. They say they like a little variety once in a while, as the granite of St. Louis grows monotonous. Of course they remarked that Chicago with all its advantages was very dead in cycling matters. "You must come to St. Louis for spirit, my boy." Well they do say that they are making things lively there; however, Chicago is likely to be heard from all the same. Just wait, Mr. B. and you may see something to reward your patience.

The lady members of the Dearborn Avenue Cycling Club will wear a sort of an ulster, made of L. A. W. cloth this season. Just how it is made cannot be described until one is seen completed.

A. G. Spalding & Brothers announce that their '86 cyclometer will be ready for delivery this week.

Sam Miles, who is well known to most old bicycle riders has been managing the *Sporting Journal* here for some time past, and has recently acquired an interest in same. He tells me he shall make it an interesting paper for cyclers, and has arranged with a posted writer to edit its cycling columns. PHIL.

Canary, Kaufman & Co.

SOME interest is being evinced in England in the fact that one W. Gautier, a Frenchman, claims the championship for the monocycle. Of course Kaufman & Canary are up in arms in consequence, and stand ready to defend their claims to

this championship. Mons. Gautier wants the Crystal Palace Company to organize a monocycling championship meeting, with nine or twelve prizes, for three distinct championships; one as regards speed, one as regards skill, and a third of an unspecified classification. The English press don't seem to think much of the idea as a financial venture, nevertheless, it would be an extremely interesting exhibition, and one we should like to witness. France boasts of a large number of monocycle riders, and in such a contest the gay Gaul would be well represented so far as numbers are concerned.

CURRENTS CALAMO

At last the season has opened.

SUNDAY instead of Fast Day saw this accomplished.

THE Racing Board's bombshell has struck on the other side, and from private advices we learn that a regular rumpus was expected to take place at the next council meeting of the N. C. U.

NEXT week we intend to start a list of fixtures. Will secretaries of wheel clubs please make a note of this, and keep us posted?

WE may be debarred the pleasure of views of time balls and signal flags, and of hearing the sweet music of fire alarm bells; but we crowd out all envious thoughts from our hearts when we gaze upon the broad expanse of green, visible from our window, and view the lone eagle, (that noble bird of freedom) a prisoner in a cage, and we are thankful that we, at least, have our freedom to wield the pen for the good of the WORLD and its readers.

LANDLORD COMEE, of Hotel Boscobel, Lynn, was put to his utmost to accommodate the unheard of number of cyclers who inundated his hostelry last Sunday. Representatives from every prominent club were there, and the great unattached were multitudinous. It was a great day at the Boscobel.

IN fact, not only was it a great day at that hotel, but all the cycling centres around Boston were alive with men whose well known forms and faces had not been seen on the road since last fall. To enumerate them by name would be tedious. Suffice it to say that every prominent wheelman was out, and from what we saw and heard, we judged that all hands were thoroughly delighted at the prospect of continued wheeling.

❖ ANOTHER VICTORY FOR THE ROVER SAFETY. ❖

On Saturday, March 13, A. J. WILSON, on a ROVER SAFETY, one of the Hares in a Hare and Hounds chase, carrying a bag of paper and scattering it while riding, defeated PERCY FURNIVAL on an ordinary bicycle, 6 min. 50 sec., in a 10 1-2 mile run.

J. A. R. UNDERWOOD, Agent, Washington St., Dorchester, Boston, Mass.

L. D. MUNGER intends to enter the coming fifty mile road race at St. Louis, and if the roads permit, he proposes to tour from New Orleans to St. Louis on his pet bicycle.

THE New York *Clipper* man makes a demand for a large allowance of seasoning to aid in the deglutition of Munger's fifty mile road record at New Orleans, 2 April. The record may not be allowed by the Racing Board, Mr. *Clipper*, but Mr. Munger got there all the same and in the time given too.

THE executive committee of the Team Road Racing Association will try and change the date from Decoration Day to one that won't clash with the League Meet in Boston. We hope they will manage to separate the events so they won't interfere.

THE *Cyclist and Athlete* says of the Boston Club show: "It promises to be one of the most interesting exhibitions ever held in this country." The Boston Club won't stop at the "promise," they *will* make it so.

MR. PALEN FIELD of the Hamilton (Ont.) Bicycle Club was made happy on the evening of 25 March, by having a beautiful gold locket presented to him by his fellow members. The cause of this expression of esteem, is that Mr. Field will hereafter ride his bicycle in the State of wooden nutmegs, with headquarters in New Haven.

THEY are talking of starting up a "Parliamentary Wheel Club," in Ottawa, Canada. Members to be limited to gentlemen of the "Parliamentary press" gallery; in our vocabulary, we should style them plain reporters.

WOODSTOCK (Ont.) wheelmen have been convulsed over the choice of a janitor to take charge of their new headquarters. Three distinct meetings were required to decide the vital question; but then, as our authority puts it 10,000 ideas had to be suited. They seem to be about like the rest of us, up there in Woodstock.

HERE is a hint for impecunious actors. The London Cyclists Club, as all the world knows, is presided by Mr. Henry Irving, and the club has hit upon the idea of going *en masse*, or nearly so,

to see their chief in "Faust." We shall probably hear of Mr. Irving joining several other clubs now.

MR. JO PENNELL has joined the "Pickwicks" of London. About eighty members attended the opening run to the Forest Hotel, Chingford.

LACY HILLIER came very near breaking his neck the other day. He, in company with several others were trying a new track and under the excitement of a good brush ran slam bang into a Mr. Hunter. Luckily, a few skin bruises and minor cuts were the most serious results.

Land and Water, looks for speedy and decisive action at the hands of the N. C. U. in concert with that of the L. A. W. concerning the M. A. Certainly if the Union has been on the fence, the action of the L. A. W. ought to show it which way to jump.

THE catalogue of Geo. W. Rouse & Son, Peoria, Ill., is one of the most extensive we have seen. If you cannot find in its pages what you want you will be hard to please.

ATKINS, in his letter to the *Cyclist and Athlete*, calls Gideon Haynes, John L. Sullivan, but he takes it back mighty quick. If a dispute should arise that requires a settlement by means of the "mittens," may we be there to see it.

WILLIAMS, of Dorchester, still persists that he has his certificate. Well, he may have, but it will have a good long stare from Brother Bassett before he will give John the permission to reënter the charmed circle.

THE *American Wheelman* seems to think the New York Club has dropped from the proud sphere of usefulness and activity it used to occupy in Gotham. Well, that may be so, but we imagine, simultaneously with nature's revivification, the old New York will be found alive and rejuvenated after the winter's hibernation.

F. E. VANMEERBEKE, who is crossing the continent from San Francisco to New York, is somewhere in North Carolina, heading for his destination.

MR. HARRINGTON, whose name is so closely allied with some of the most valuable inventions connected with cycles,

is now in Boston. What American cyclist will not be glad to greet Mr. Harrington, and thank the gentleman who has given to him the incomparable cradle spring and enamel.

THERE is no change of situation in the litigation between the Pope Manufacturing Company and the Overman Wheel Company.

The Newton's Fourth Annual.

THE Newton Bicycle took their fourth annual dinner at the Faneuil House, Brighton, last Tuesday evening. Twenty-six members sat down to partake of an excellent *menu* provided by mine host Balch. The WORLD staff, represented in the person of Messrs. Fourdrinier and Dean, slogged out through the mud, and found the Newton boys in the midst of their post-prandial exercises. Among the members noticed were the veteran Stall, who rode his new Sparbrook tandem with a friend; Burnham, on his new Singer S. S.; Corey and Wilson bestrode the Bicycleette, and Messrs. Robbins and Foss, a Coventry Rotary. The officers for the year are J. C. Elms, president; J. H. Aubin, secretary; H. Wilson, treasurer; P. L. Aubin, captain; E. H. Ellison, first lieutenant; C. F. Haven, second lieutenant.

Manhattan Meanderings.

NEW YORK is betwixt two fires just now; the high contending parties being the Elizabeth Wheelmen and the King's County Wheelmen. The Elizabeths, you know, have a "Jonah," who is great on prose, and occasionally "dips into poetry." his ordinary everyday name is J. C. Wetmore. He is a good-natured little body, but he thinks the E. W. is about the biggest club in these "parts," and at the recent Inter-club association meeting, he took occasion to let the delegates know it. His style of argument might be called manual eloquence, since he points his assertions with a vehement up-motion of the right arm. But the K. C. W. also think that they number, the king-pin scorchers among their members, and forthwith did they pick up the gauntlet cast down by the Jersey men. The details of the race have not yet been ar-

The American Bicycles: CHALLENGE, SAFETY and IDEAL

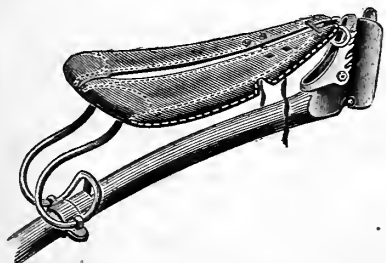
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ranged, further than that eight high muck-a-mucks from Brooklyn will try and cook eight other dittos from Jersey, some fine Saturday afternoon this summer.

THE last *Bulletin* carried amongst us the dreaded intelligence, that A. B. Rich had been "listed" by the august Racing Board chairman. He says that his father paid all expenses to the fall meets, and he can easily prove his purity. For the honor of Brooklyn, New York, and Staten Island,—on each of which localities he sheds glory,—it is to be hoped that Rich can convince the Board of the truth of his assertions.

THE most important move in trade circles is the acquisition by Messrs. Spalding Brothers, of the agency of the "Star" for New York and vicinity. Mr. C. E. Kluge, the crack "Star" rider, is now located with this firm, having special charge of the interests of this machine. Kluge has on exhibition a racing Crippler tricycle, weighing but thirty-six pounds; a perfect beauty in its way.

WHY is it that certain publishers will persist in forcing an official organ on the New York division? Advertisement, did you say? The latest attempt, that of the *Cyclist and Athletic* of Newark, N. J., was sat upon to the tune of two hundred and sixteen noes to eleven ayes. We should like to look upon one of these eleven, for a small period of time only, just to see what manner of men they are.

A TRANSFORMATION scene is rapidly taking place in the house leased by the citizens on Sixtieth street, West. The carpenters and plasterers, and refurbishers have gone at it hammer and tongs, and the club expects to take informal possession about the 20th of the month. Later in the year a full-grown house warming will be given.

ONE of our Metropolitan publishing firms has just issued a voluminous volume: "How to be Happy, though Married." Had the author been a cyclist he would have solved the problem with the trite advice: Buy a tandem."

THE Wildcat Wheelmen held record for name till last week, when a club called the Washtub Wheelmen was organized. We remember reading last summer, how a Lynn wheelman collided with an inoffensive washtub, that reposed on the curb in front of a shop. The washtub was not hurt; the wheelman was. Can it be that the Wildcat Club drew inspiration from this accident.

THE fiat has gone forth at last. The *Bugville Cackler* observes: "The makers' amateur must go." What a world of trouble saved at the next League meet.

THE King's County Wheelmen will hold a race meet early in June. Some of the smaller Brooklyn clubs are thinking of giving a combined meet this summer.

THE failure of the Citizens to give their customary spring race meet this year has caused much unfavorable comment. The reason given is, that there is no money in it. A very good one to be sure, and yet we thought the Citizens would rise above ordinary circumstances.

THE Inter-Club Road Racing Association have not yet decided the date of their first race. As a fixture on Decoration Day would undoubtedly be interfered with by the League meet, it is probable that the challenge cup will be raced for some June Saturday afternoon.

TITNAM.

A Few More Suspects.

THE Racing Board pays its respects to the following-named gentlemen and requests they will return the blanks furnished, duly executed, before they can be allowed to rank as amateurs; the list is as follows: L. J. Martel, Chicopee; C. P. Adams, Springfield; H. E. Bidwell, Hartford; F. R. Brown, Springfield; L. A. Miller, Meriden; W. F. Knapp, Denver; A. B. Rich, New York, and C. F. Haven, Boston. The last two are suspended under rule H, charging them with having accepted payment for the expenses incurred by attending race meets. All the others are charged with having accepted money for their racing.

The list is not as long as was expected and there are undoubtedly a good many men who will draw a good long breath on reading the above. We understand

that W. F. Knapp is now East, specially to train. The action of the Board may interfere with his plans.

Must not Shoot Dogs.

AN important case was heard last week before Mr. Justice Johnson. at the Maryborough Record Court, in which a Mr. Samuel West, a miller's agent, who was in the habit of using his bicycle for business purposes, and of carrying a revolver when on his collecting rounds, appealed against the decision of the County Court mulcting him in the sum of £2 for having shot a dog which had flown at him, and imperilled, if not his life, certainly his limbs. The result was that Mr. Justice Johnson decided against the cyclist, saying that "the law had not yet established that bicycle riders were to monopolize the roads of the country." The mere suggestion involved by this utterance will rather astonish cyclists, who never even dreamed that it had. Mr. Justice Johnson also went out of his way to suggest that the County Court had not given heavy enough damages against the cyclist for shooting the dog. His Lordship's remarks are worth reproducing. Thus, when Mr. West's counsel suggested that as the dog was endangering a man's life he was entitled to kill it, his Lordship is reported to have answered: "And do you expect that I am going to lay down the law that he had a right to shoot the dog? He might just as well have shot me if I had been crossing the road." Fancy a judge running on all fours, barking, and endeavoring to bite a cyclist's leg; for to get on the terms suggested by his lordship, one must imagine that first, or his simile loses point.—*Cyclist.*

Jack Easy's Letter.

No. 8. *Reckoning without one's host. Messrs. the New and Old Editors. A well-deserved tribute. The American "World" and the English "Times." Good wishes for Abbot Bassett. Jack discourseth anent race tracks. Well done, Lynn! Proper length of race tracks. How to lay out two, three, and four laps. A surveyor's services not necessary. An experimental shape. Where to place the judges and grand stands and the tape. Width of track. The pole preferably twelve inches outside. The L. A. W. and the N. C. U. "Willy" and "Jonny." The babies got mixed. A theme deferred.*

It was reckoning without one's host, indeed, to send a communication to the WORLD, and to find that the paper had changed editors while the MSS. was being prepared. My dear Mr., new chief Editor, you will not, I hope, take amiss anything which I may have said in my last letter, because, you know, it was not intended to apply to you, but to my dear Mr. Old-Editor, with whom I have always felt privileged to use the utmost frankness, and to say in my own way and at my own pleasure, as the spirit might move me.

I am sorry, very sorry, to lose Abbot Bassett. No better exponent of the

cyclic art has, until now, controlled these pages, and to his wise and moderate methods I hold it to be largely due that the BICYCLING WORLD, in its relation to other American cycling periodicals, holds a position of dignity and influence equal to that which the London *Times* occupies in comparison to other English papers. Not more to the ample capital behind him than to his firm guidance while he held the reins, am I thankful to attribute the non-partisan, untrammelled, free, and fearless reputation, which the WORLD acknowledged to-day with the riders who are its readers all over this continent. Attempts to suborn journalistic effort to trade ends have doubtless been made, but with Abbot Bassett they have so far certainly failed. I hope I may long be able to say this of his new venture, and I have faith that he will not strike his flag of independence unless grim necessity compels. That that day may be far distant is only one of the thousand good wishes with which I would pursue him.

I note, with mingled satisfaction and shame, that our neighboring city of Lynn, more enterprising than we are, is going to set an example which I should like to see Boston, and every other cycling city, follow as soon as possible. Unless I am misinformed, Lynn will have by the time this is laid before your readers, a really first-class cycling race-track well under way. In one important feature this track is to present an innovation; it is to measure *three* laps to the mile. I am glad to hear it, for it has always been one of my pet theories that for the best results in speed, and the largest enjoyment of the spectators, two laps is too long, and four laps too short a distance. Tracks having more than four laps to the mile may have their gate money value for the hippodroming professional, but as arenas for honest trials of speed they are not, from a cycling standpoint, worth consideration. Some years ago the *Spirit of the Times* gave directions for the laying out of a trotting track, with two straight sides each 600 feet long, connected at each end by semicircles struck from a radius of 226 feet, 3 inches. This would give a track which would measure half a mile at three feet from a fence set upon the above lines. For cycling uses, however, not only is the distance from the pole too great, but the semicircular ends could be reduced with the positive advantages of bringing the back stretch of the track nearer to the grand stand, increasing the length of each of the straight stretches, and augmenting the speed at which the honest (*i. e.* the straight) part of the running would be made. This would be my way of laying out a half-mile track.

Of the 2,640 lineal feet which make one-half mile, use up, so to speak, 1,000 feet in two straight lines of 500 feet each, placing the same parallel to each other and 522 feet apart. Join the ends of these lines with two semi-circles, each struck from a radius of 261 feet. This produces a continuous line exactly 2,640

feet long, outside of which and at the proper distance the curb or "po'e." as it is called, would be placed.

But other things being equal, I shall always believe, until it is proven to the contrary, that the fastest track which can be made is three laps to the mile, laid out as follows. Place two straight parallel lines, each 338 feet 8 inches in length, 370 feet apart; describe at their ends four true quarter circles, each 150 feet in radius, and connected by two straight lines each 70 feet long. This gives a continuous line of 1,760 lineal feet outside of which the curb can be set as before stated.

In laying out a cycling race track I should consider it as an axiom that no curve should be struck at a less radius than 150 feet, and applying this to a four lap track will give two semi-circular ends joined by parallel lines 300 feet apart, and each 188 feet 8 inches long.

The services of a civil engineer to run the lines and curves are always desirable, but where such cannot be obtained, the task is not of such difficulty but what, with a few hundred feet of copper wire, some pegs or stakes, a mallet, and a couple of *accurate* steel measuring tapes, a cyclist at each end would find the outline of the track take shape almost like a thing of life beneath their fingers. I had almost written "intelligent cyclist," but surely if a man or a woman is a cyclist the adjective goes without saying.

An experiment which I should much like to see tried would be an outline of easy and varying curves, a flattened oval (by oval I mean egg-shaped, not elliptic), a third of a mile in circumference with only one straight line in it, and that line the home stretch of some 350 feet in length.

The judges' stand should be inside, and the spectators' stand outside the track; at the "tape," and the "tape" should be placed so that one-third of the straight should commence and two-thirds terminate each heat or race. A really first-class track should be 40 feet wide at the tape and not less than 20 feet anywhere.

Although the L. A. W. has decreed that the curb or pole should be eighteen inches outside the line, I should, if laying out a track, venture to reduce that distance to twelve inches. The L. A. W. should not refuse to allow a record made on such a track, and from a racing point of view it would be worth a great deal to force the N. C. U. to coincide.

Are you aware that an entire page of manuscript is missing from my last letter? (We are. Ed.) Can it be possible that you somehow got it mixed up with that intercepted letter from "willy"? (We did. Ed.) and if so, would it not be well to interview "jonny" on the subject? (We have done so. You will find "jonny's" confession on another page. Ed.)

I had intended to go into the anti-social tandem matter this week, but I fear I have already exceeded my limit of space, and so will defer yet a little longer.

JACK EASY.

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WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

NEWMARKET, ONT., is to have a bicycle club, and the management has been assigned to the following: President, J. E. W. Fogal; vice, J. E. Hughes; secretary, Ed. Bogart; treasurer and second lieutenant, R. Gain; captain, T. C. Watson; first lieutenant, J. Ashworth.

NEWARK, N. J., also reports a new club named the Atalanta Wheelmen, with the following officers: President, W. S. Gregory; vice, C. A. Woodruff; secretary and treasurer, W. F. Coddington; captain, A. W. Snow; lieutenant, C. G. Halsey.

KANSAS CITY, MO. — The Outing 'Cycling Club of Kansas City, Mo., is officered thus: President, J. E. McKee; vice, T. W. Overall; secretary, N. T. Haynes; captain, F. S. Ray; lieutenant, Lindell Gordon.

JAMESTOWN, N. Y. — The Jamestown Bicycle Club have changed their name to that of the "Chautauqua Wheelmen."

CHICOPEE, MASS. — The Victor Bicycle Club, of Chicopee Falls, held their regular monthly meeting on the evening of the 7th. The club is flourishing and all they want now are roads.

TORONTO, ONT. — The Wanderers, of Toronto, held their annual meeting last month, and put in Mr. Charles H. Riggs as captain, and Frederick Strange as secretary.

PASSAIC, N. J. — A club of twenty-four members has been formed in that city. They will be known as the "Passaic County Wheelmen," quite a mouthful.

ST. LOUIS, MO. — The St. Louis Ramblers are not at all satisfied with their

present headquarters. They will undoubtedly make a move towards larger quarters before the snow flies.

QUINCY ILL., Bicycle Club organized 7 April. The following officers elected: R. B. White, captain; T. A. Burrows, president; and T. C. White, secretary and treasurer. We start out with twelve members and expect to double the number before the end of the season.

CHICAGO, ILL. — The Chicagos are going to bloom in the spring in a clubhouse of their own to cost \$15,000. The Chicagos have adopted the sombre hue of black for their uniform. This makes a pretty dress uniform, but when seen in line one's imagination naturally drifts toward that last ride we must all take.

ELMIRA, N. Y., Bicycle Club. — This defunct, but at one time lively club will reorganize during the coming season.

INDIANAPOLIS. — The Indianapolis Bicycle Club reorganized Tuesday, the 6th, and officers were elected as follows: M. F. Robinson, president; C. H. Plumb, secretary and treasurer; Clark Tuttle, captain; Gus Devore, first lieutenant, H. T. Hearsey, second lieutenant. Thirteen new members were admitted. They are a L. A. W. Club, and are in a flourishing condition. The new quarters are cosy and commodious.

DORCHESTER. — George L. Haynes has been elected president of the Dorchester Bicycle Club, vice H. S. Kendall, resigned.

CAMBRIDGE. — The *Herald* says: The Cambridge club-house scheme seems to have come to a standstill. Nine members have pledged an aggregate of \$1,800, but the line is apparently drawn at that sum.

SOMERVILLE. — The Somerville Cycle Club has arranged runs for the following dates: 11 April, Lynn; 18 April, through the Newtons, dining at the Faneuil

House, Brighton; 25 April, Salem; 2 May, South Natick, Bailey's Hotel; 9 May, Lowell; 16 May, Brockton; 23 May, Lynn, *via* Wakefield. All wheelmen are invited to participate in any or all of these runs.

LAWRENCE. — The Lawrence Bicycle Club has elected the following officers: President, Dr. Partridge. vice-president, E. A. Dean; secretary, William L. Reed; treasurer, Francis Cogswell; captain, Alonso M. Tacy; first lieutenant, Frank W. Downing; second lieutenant, Harry Keep; club committee—Dr. Partridge, A. M. Tacy, William L. Reed, John F. Finn, Fred L. Leighton, J. Ed. Aldred.

BROOKLYN Bicycle Club. The seventh annual meeting of this club was held on Tuesday evening, the sixth instant. Not even the inclemency of the weather could deter the members from assembling in the largest business meeting ever recorded in the club's history. The commodious and brilliantly-lighted rooms, augmented by the cheerful grate fire, stood, indeed, in strong contrast to the cold rain of Tuesday night. Seven new members were admitted, which brings the list to fifty-one. Great things are spoken of as regards the club's future and the coming riding season, and with the energy and enthusiasm of this, the oldest of the clubs in the city, and one of the first organized in the States, we will work even higher than the enviable position already attained. The following officers were elected for 1886-1887: President, Albert B. Barkman; vice president, Isaac B. Potter; secretary, Hermann H. Koop, Jr.; treasurer, How. E. Raymond; captain, Louis W. Slocum; first lieutenant, Frank B. Jones; second lieutenant, How. Spellman; surgeon, Dr. A. C. Brush; color bearer, Wm. R. Snedeker; bugler, Benj. J. Kellum; trustees, T. C. Snedeker, F. B. Hawkins, W. W. Campbell, and Wm. I. Ticknor.

OUR CARD.

We commenced making tricycles in the spring of 1883. At that time we took out a license from the parties claiming a control of the business, and paid royalty on all machines made and sold until the surrender of this license in May, 1884. This license was taken to avoid harassing litigation with which we were threatened.

We surrendered this license for two reasons: first, because we were entitled to do so by the provisions of the license (we having refused to take the license without the right to surrender it at our own election); second, because we were advised that we did not infringe any of the patents included in the license.

In the summer of 1884, after the surrender of our license, the Pope Manufacturing Company applied in the Massachusetts Supreme Court to Judge Colburn for a temporary injunction to prevent us from manufacturing tricycles, claiming that we were infringing their patents. This petition was *denied*, after a full hearing.

On 7 Feb., 1885, we made a contract with the Pope Manufacturing Company, under which we were to make bicycles and tricycles under their patents, and they were to use the Bown adjustable ball bearing patent for mutual considerations.

In 1885 we manufactured and sold about eleven hundred bicycles.

Subsequent to the making of this contract, the Pope Manufacturing Company sought to force upon us one of their regular cast-iron licenses. To those who have seen this paper, we need make no explanation of our reasons for refusing to sign it.

On 17 July these people notified us of the cancellation of this last agreement. On 14 Dec., 1885, we acquiesced in its surrender, leaving the ground clear between us.

On 12 Feb., 1886, the Pope Manu-

facturing Company brought to a hearing its suit in equity, to collect damages and royalty alleged to be due on our original license of 1883. We pleaded a demurrer and it was sustained by Judge Gardner. This decision has been appealed by them to the full bench. Their next step was to ask for a temporary injunction on the patents involved in the contract of 1883. This was argued before Judges Colt and Carpenter, in Providence, 4 and 5 March. *The injunction was denied*, with the remark that there was grave doubt of infringement, and the patent did not appear to be the foundation patent.

On 13 February they attached the property of the Ames Manufacturing Company in the sum of \$25,000, and our property in the sum of \$20,000 on five suits at law, claiming infringement. 3 March, they further attached the property of both companies for \$28,000, making attachments amounting to all to \$73,000. We asked the Court to reduce the amount of these attachments as being excessive, hoping to be able to have the Court look somewhat at the merits of the case, but the Pope Manufacturing Company's attorney refused to allow this, and the reduction was not made.

17 March the Pope Manufacturing Company paid our claim for \$202, and interest for about two years, with double costs, in order to prevent our getting a judgment against them. They claimed to have a defence against this suit till time for hearing on the merits of the case. On 19 March they brought an attachment suit against us in Connecticut for \$6,000 upon the contract of 1883, which had been surrendered, and their attorneys refused us one day's time in which to provide security and filed a petition in insolvency against us in Connecticut. 26 March we appeared at the hearing and gave satisfactory bonds for the claim, and the proceedings were dismissed.

This is where the matter stands at present. Why we have not furnished bonds to dissolve the attachment of \$73,000 may not be a matter of ability so much as one for which we have our own reasons. "A good wine needs no bush." Honorable dealing needs no advertisement.

We too believe in honorable methods, and we so thoroughly believe in them that we would not go so far as to inspect the works of our competitor without his knowledge, nor would we conspire with any of his employees to keep us informed as to his movements and manufactures, nor would we endeavor to buy up his friends and advisers.

This matter may be carried to such an extent as to prevent our putting our 1886 Victor on the market this spring. We may be obliged to wait the decisions of the courts, which will prove to all, what we are thoroughly convinced of, that we are right. We are anxious to make our defence before the courts, and shall endeavor to push the matter to a speedy hearing.

In our endeavors to break a hitherto successful monopoly, we have in mind the interests of all cyclers as well as our own, and although this is not entirely a "labor of love," we shall, if successful, be willing to relieve wheelmen of a part of the burden which they have hitherto patiently borne.

As far as we are accused of using the property of other people, we can simply say, it is not only untrue, but we can and will prove that out of the six dozen bunched patents there is not one of them that relates to the ordinary cycle of to-day, which is valid.

There are two sides to every case, and this is ours. Justice cannot move too quickly for us, and on its decisions we rely. No amount of oppression can drive us from the field.

OVERMAN WHEEL COMPANY.

Boston Bicycle Club Show of Bicycles, Tricycles and Accessories

TO BE HELD IN BOSTON DURING THE LEAGUE MEET.

All Applications for Space should be made at once to

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INTERCEPTED LETTERS

IN THE

BICYCLING WORLD.

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THE CYCLIST

Christmas Number.

THE ILLUSTRATIONS are far in advance of anything ever before attempted, the inventive genius of the authors being splendidly carried into effect by the facile pencil of GEORGE MORRE. There are

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Comically depicting all manner of cycling episodes, in addition to numerous smaller illustrations, comprising headings, incidental side sketches, *fac-similes*, silhouettes, tailpieces, and a series of

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IN THE

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Harvards, Yales and Cornells, \$85 to \$100, according to size and finish. Tricycles and Sociables for \$125 to \$175. These are all First-class English Machines, Ball Bearings all over, and have never been used, and are from \$30 to \$65 below their regular prices. We will allow for your old machine. We also keep a large stock of parts for repairs. Send two-cent stamp for list to

MURRAY'S - - 100 Sudbury St. - - BOSTON, MASS.

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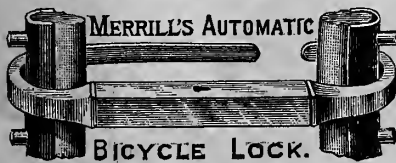
Club Tailors to the 'Cyclists' Touring Club.

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The "MISSING LINK" Found.



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For Locking Bicycles and Tricycles. New, Novel and Elegant. Can be applied instantly and locks automatically. Is neater, more compact and cheaper than any other lock in the market. Cyclists who have locks and chains have discarded them for our lock, and say they would not be without one for double its cost. The tricycle lock is made with both crook alike, and locks through the small wheel on the two prongs of the fork, just under the felloe. Nickel Plated. Sent post-paid on receipt of \$1.25.

ANSON P. MERRILL & CO.

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POST-PAID, 50 CENTS.

THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 32 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED. ITS CORRESPONDENCE LARGE AND VARIOUS. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

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587 and 589 Main Street, Buffalo, N. Y.

LAMSON'S LUGGAGE CARRIER, the cheapest, lightest, and most convenient thing of the kind. May be put in pocket when not in use. By mail, seventy-five cents and one dollar. C. H. LAMSON, Portland, Me.

BICYCLE LEGGINS. Good shape, durable, neat. Made of brown canvas, lined. Gilt buttons on the side. Sample pair sent, postpaid, for \$1.25. Agent for Columbia. JOHN WILKINSON, manufacturer, 68 and 70 Wabash ave., Chicago, Ill.



"Home Exerciser"

For brain-workers and sedentary people, Gentlemen, Ladies and Youths; the Athlete or Invalid. A complete gymnasium. Takes up but 6 inch square floor-room, something new, scientific, durable, comprehensive, cheap. Send for circular. "HOME SCHOOL FOR PHYSICAL CULTURE," 16 East 14th Street, N. Y. City. Prof. D. L. DOWD.



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THE BEST AND MOST COMFORTABLE. It is so made that when it becomes slack it can be easily and quickly tightened. No rider who values comfort can afford to be without one. Send for Circular with testimonials. Price, \$3.50; Nickel Plated, \$4.75. Send money order or registered letter.

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Every machine should have its bearings cleaned, adjusted and thoroughly overhauled, during the winter months.

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Special appliances for repairing every make of cycles. Repaired machines stored free.

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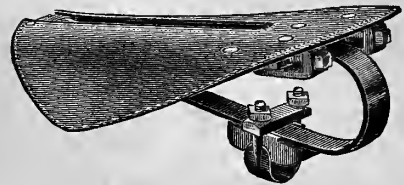
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Newest in Principle, Easiest in Action,
Perfect in Adjustment.

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Discount to the trade. Look out for other Novelties.

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— IS THE ONLY ONE —

MADE ESPECIALLY FOR CYCLERS.



COVERED BY LETTERS PATENT.

MADE ONLY BY

STRICKLAND & PIERCE,
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Every Shoe bears our name. Rules for measurement and price lists sent on application.

NOW IN STOCK!

THE GREAT S—

THE CYCLIST

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SAFE, PRACTICAL and FAST.

NO HEADERS OR DANGEROUS FALLS.

Best Road Record for 50 and 100 Miles.

World's Safety Records from 1 to 20 Miles.
First American Machine to make more than 20 Miles within the Hour.

Three L. A. W. Championships for 1885.
Won all Hill Climbing Contests, both as to Speed and Grade.
Won all the First Premiums, when in Competition, since 1881.

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Smithville, Bur. Co., N. J.

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[Send for April Catalogue, 51 Engravings.]

EXPERT COLUMBIA \$125

For a 50-inch D or E Finish, with Ball-Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$120.

COLUMBIA LIGHT ROADSTER \$135

For a 51 inch K Finish, with Ball-Bearings all around, Columbia "Double Grip" Ball Pedals, Kirkpatrick Saddle, and One-Piece Hollow Cow-Horn Handle Bar; or, with Columbia "Double Grip" Parallel Pedals, \$130.

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For a 50 inch, G Finish, with Ball-Bearings to Front Wheel; or, with Parallel Bearings to Front Wheel, \$85.

COLUMBIA RACER \$140

Weight of 55-inch, 22 1-2 lbs.

COLUMBIA TWO-TRACK TRICYCLE, \$165

With "Double Grip" Ball Pedals, \$165. With "Double Grip" Parallel Pedals, \$160.

COLUMBIA RACING TRICYCLE \$180

Weight, all on, 47 1-2 lbs.

The Columbia Double-Grip Ball Pedal.

All Bearing Parts Drop-Forged and Case-Hardened.

Interchangeable in Every Part.

Light and Easy-Running.

The Best Pedal Ever Offered Wheelmen.



Balls Gauged 1-2000' of an inch.

Non-Slipping Elastic Double Grip Rubbers.

Straight Tapered Shaft.

PRICE, NICKELLED, \$10

The Best Pedal Ever Offered Wheelmen.

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THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$2.00 a Year.
5 cents a copy.

BOSTON, 23 APRIL, 1886.

Volume XII.
Number 25.

1886 * THE VICTOR. * 1886

The New Victor Bicycle, Model of 1886, is now on the market, and is being shipped daily. This bicycle has recently caused a great commotion, as it was examined by a competitor, and found to be a machine which would be hard to compete with.

An attempt was made to forcibly prevent its being put on the market, but without success. This bicycle is made without regard to cost, and we believe it is the most expensive construction ever offered.

The Compressed Cushion Tire will, of itself, work a revolution in bicycle riding. It provides for a use of the entire body of the rubber, instead of only that portion which is outside of the rim, as is the case with ordinary tires. We guarantee our tires to stay in.

All our bicycles are fitted with our incomparable square rubber pedals, much improved this season. The Victor swing saddle used is, in many details, better than last year's pattern. The tread is narrower. The bicycle is about three pounds lighter.

It will be this year, as it was last, "the easiest running bicycle." Ask riders about this. Come to our store and examine the machine. You will find that we have enough to say for the Victor without spending time to run down our neighbors' goods.

Please remember that many agents are this season bound by contract not to sell the Victor, — a wise precaution on the part of one of our competitors, though a bad plan for riders, who should see the merits of all best makes before buying.

New Illustrated Catalogue, free.

OVERMAN WHEEL CO.,

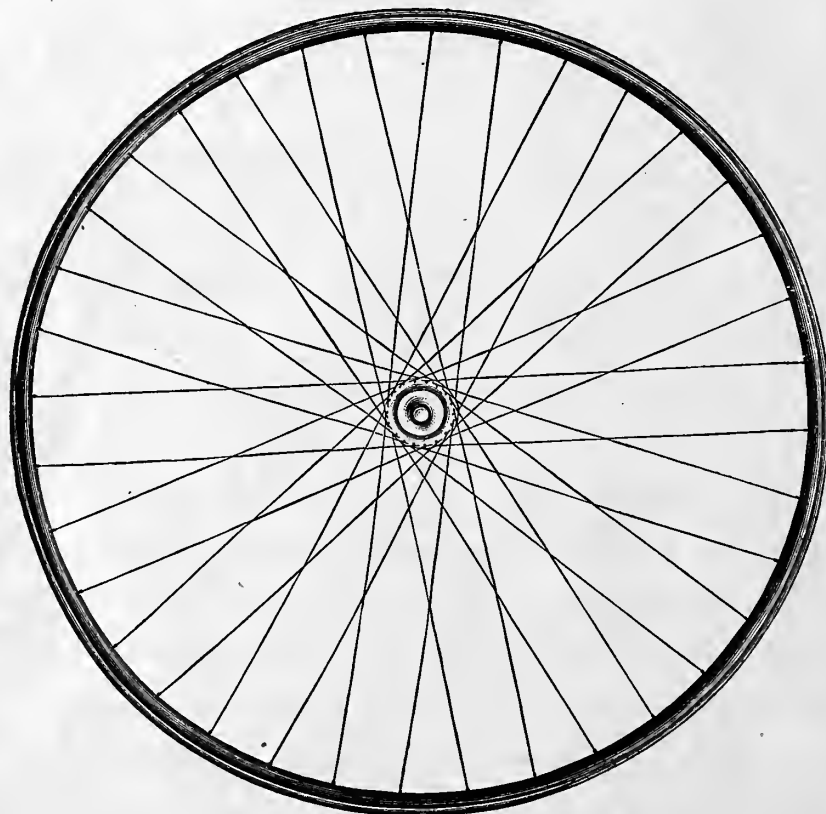
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First American makers of high grade Bicycles.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ♦ RAPID" BICYCLES,

WITH THE



SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

During 1885 not a single spoke
broke or wheel buckled.

Universally acknowledged to be the
strongest and most rigid
wheel made.

TRUE TANGENT WHEEL.

At the Inventions Exhibition, London, 1885, the "New Rapid" was awarded a *Gold Medal*, the highest and only award for Bicycles.

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"One of the best machines in the market."—The Cyclist.
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Apply for Terms.

S. T. CLARK & CO.

Importers,

BALTIMORE, MD.

NEWTON, MASS., April 11, 1886.

MESSRS. W. B. EVERETT & CO.:

GENTLEMEN, — I am very much pleased with my New Singer Straight Steerer. Rode from corner Chester Park to Newton Square in just 24 minutes, with a very strong head wind. This being my first fast ride this season, it speaks very well for the machine. Started for Chestnut Hill in the afternoon, and cleaned out all of the bicycles and teams. At 4:45, started for Corey Hill to see if it was any good at hill climbing, showing the way to about 15 bicycles of all descriptions and, without stopping for a rest, I immediately attempted to get to the top, and succeeded. I rode it down the hill under perfect control, with only the pressure of the thumb on the brake. It is the finest brake I ever saw. Mr. Crocker next tried to ride up, he succeeded in 4:58, he had not been out riding before this season. The surface was not as good as it was at the contest last fall. The reason I was not timed I did not expect to ride to the top when I started.

Yours truly,

E. P. BURNHAM.

CHELSEA, April 16, 1886.

Dear Editor:

We have got that 45-pound Star from James's uncle, and consider it a machine "e pluribus unum." It gets over the ground so fast the tires don't get a chance to get unfixed. This fact alone is sufficient to decide any one in purchasing a machine and a screamer at Stall's, 509 Tremont Street.

Yours,

*H. R. H. PIIETA.

D. Q. PIIETA.

- G. W. PIIETA.

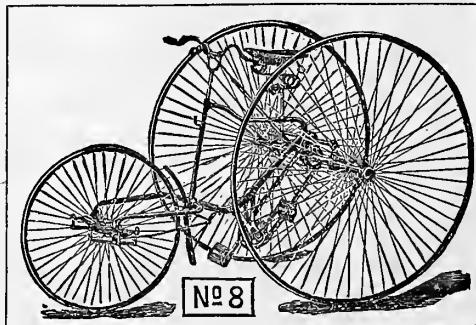
*H. R. H. Piieta is the King of Winnisimmet, and D. Q. Piieta and G. W. Piieta are his brothers.

STANLEY SHOW QUADRANTS FOR 1886

— ARE READY —

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

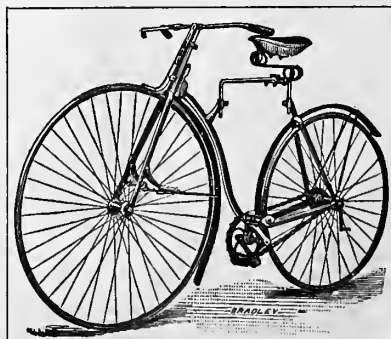
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.

J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.

THE Bicycling World

Published every Friday

— BY —

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179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

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H. B. Hart, 813 Arch St., Philadelphia.
John Wilkinson Co., 68 Wabash Ave., Chicago.
Sam'l T. Clark & Co., 4 Hanover St., Baltimore.

EDITORS.

C. W. FOURDRINIER.

J. S. DEAN.

F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 23 APRIL, 1886.

WE think Brother Aaron rather hedges on the amateur question. The Racing Board has undoubtedly done right in enforcing the rules, but the whole matter is rather a farce when the indifference of the suspends is considered. The fact is that while the majority of riders take only an incidental interest in racing, those who are pecuniarily benefited by successful race meetings will sacrifice the League and its whole system rather than give up the attractions that put money in their purses. This is the reason that Ducker resigned from the Racing Board. As we view the matter, in its present state the success of the

Racing Board's scheme depends entirely upon whether race-promoting clubs will prove loyal to the League and refuse the suspends entries, or will do as the Lynn club is reported to be about to do, receive all racing men on an equality. The actual test will come now that some of the suspects have been actually expelled from the League.

THE formation of the touring department of the League is the most important as well as the wisest step that organization has ever made. Too much attention has been paid to racing matters, which affects only a small minority of its members. Road riding and touring is the important feature of wheeling. It is this branch of the pastime that should be encouraged.

WE should like to inquire if it is true that the Massachusetts Division has voted to appropriate \$500 towards the expenses of the meet. If it is true we would like to inquire who has the right to make such an extraordinary appropriation. If it is shown that the vote is a legal one, we protest against so extravagant a waste of money. Such a sum could be better used than to furnish a band that no one wants, and to provide free entertainment for those well able to pay for their own fun.

IF an attempt is made to reinstate the expelled racing men at the general meeting of the League, there will be one of the biggest fights that ever agitated cycloedom. Springfield, Lynn, New Haven, Hartford and St. Louis, and many clubs will unite in behalf of the racing men. It will make a strong combination, and the Racing Board will have to marshal its forces with skill to overcome it. The Board is counting on the general feeling in favor of the amateur rule, but we fear it will find more in favor of the rule than of its strict enforcement. At any rate there will be fun at the meeting.

THE *Wheel* says *in re* ladies being represented in the L. A. W. parade: "Let every man who owns or can procure a tandem take his only girl, or his wife, sister, or cousin, and swell the ladies' division at the great procession." Spare us this, we beseech. Bad enough for men to appear in the procession, if we

are forced to have one; but we protest against the lugging in of our sisters, sweethearts, or wives. Let us draw the line right there.

WE hope some action may be taken by the League authorities to prevent the blowing of those ear-splitting whistles and "screamers." The boyish cyclist, with better lungs than brains, can do immeasurable harm to the sport by his immoderate blowing of noisy wind instruments.

WALTHAM roughs might well be taught a lesson they would not forget. It is a pity when cyclers cannot ride peaceably along the highway without being stoned by a gang of hoodlums too improvident to buy a machine of any kind, even on the instalment plan.

IRISH justice is entitled to much respect. It regards the life of a miserable cur as of more value than that of a cyclist. In a recent case a wheelman was fined for shooting a dog that attacked him. If Home Rule will fix this we say, hooray for Gladstone!

Wheel World announces that "Frank Weston has given up riding," and ascribes his decline of interest in wheeling pleasures, to his inordinate and incomprehensible love for the sociable. Be that as it may, we can tell *Wheel World* that Papa Weston has not cast aside the cycle, as we had the pleasure of taking a spin with dear "Pater" last week. 'Tis true, however, he leaneth toward the sociable as being *the* machine par excellence.

THE use of the camera in conjunction with the tricycle is getting to be so general a thing that we have decided to open a department for the use of those who find pleasure in the combining of these two charming pastimes.

We solicit all who desire to use the department, for mutual instruction, and as a medium for spreading interest in photography among tricyclists, who have not already taken up the art. Abroad, this delightful combination of the tricycle and camera has long been in great favor. Large numbers of American riders are already enthusiastic amateur photographers, and it is our aim to spread this growing interest and make the two in-

separable in a large degree. Our advertising columns should be consulted by all who desire anything in the amateur photographic line.

At the Waltham Cycle Club's exhibit last week, many of the more youthful visiting wheelmen made a nuisance of themselves by blowing whistles and screamers and throwing their programmes on the floor of the skating rink.

THE rows that have taken place in various States on the League elections are interesting if not edifying.

Foreign Flashes.

WHEELING says, in referring to the Springfield tournament: "With the Union's cognizance and sanction, there could not be the least objection to Messrs. Humber & Co. spending a little money in assisting say, Messrs. Furnivall and G. L. Hillier to go, or Messrs. Rudge & Co. doing a like good office for other competitors. With the sun shining in on the transaction its objectionable features would disappear. If Furnivall and Hillier go, they will advertise the machines they use, whatever those machines may be." If this does not constitute a makers' amateur, what does?

W. B. Cortes denies that his brother died of heart disease, but death was caused by a stomach trouble peculiar to the region in which he had been living.

Bicycling News says: "That the Springfield Barnumet will prove a 'frost' unless something is done about the makers' amateur business, and that Chief Consul Fditor President Ducker is shaking in his shoes."

From New Orleans to Boston.

A. M. Hill, of New Orleans, writes:—Our tour "New Orleans to Boston" will at least be attempted. We have determined, weather permitting, to start 25 April. It was our original intention to go via Chattanooga, Cincinnati, Cleveland, Buffalo, Albany to Boston, but unfavorable reports from the different sections of the route regarding the conditions of the roads about May 1st to 25th, caused us to prefer a more southern route, and the following we have selected as the best for this season of the year.

New Orleans to Mobile, Ala., to Perdido, Sparta, Greenville, Union Springs, Ala., to Columbus, Macon, Milledgeville, Warrenton, Ga., to Hamburg, Columbia, Camden, Cheraw, S. C., to Laurel Hill, Toomer, Raleigh, Weldon, N. C., to Sussex, Petersburg, Richmond, Fredericksburg, Washington to Baltimore, Philadelphia, New York, New Haven, Hartford to Boston. If the weather

favours we expect to reach Boston the 25th of May, at least, the 28th. Our object is fun and the L. A. W. meet. Six members of the N. O. B. Club agreed to make the trip, but our numbers have been, for various reasons, reduced to three—Capt. Chas. Fairchild, H. W. Fairfax and myself. We have received good reports from nearly every point on the route, and start with the intention to ride or walk every foot of the distance between here and Boston. We will ride light roadsters and carry about ten pounds of baggage each. We intend to keep your paper posted as we progress. Hope that you will speak a good word for us, as we may need sympathy before we get through. I will send you a list of towns where we will look for mail, and will be delighted to receive a word from you, and also papers.

Expelled.

THE following well-known wheelmen have been expelled from the L. A. W. and are declared professionals: A. O. McGarrett, W. A. Rhodes, F. F. Ives, E. P. Burnham, W. A. Rowe, George M. Hendee, A. A. McCurdy, W. H. Huntley, F. W. Westervelt, William A. Taylor, Asa S. Wendell.

Suspended.

THE following parties are suspended from the track until 30 May, for violation of rule H.: W. N. Winans, D. Edgar Hunter, John Williams, L. D. Munger, John Illston, F. D. Palmer.

Adjudged Amateurs.

THE following have had their cases dismissed: C. E. Kluge, Joe Powell, George E. Webber, C. O. Danforth, A. B. Rich and L. Porter. We shall hope to increase this list with additional names of those who have struggled from under the ban of suspicion.

A Philadelphia Parable.

AND it came to pass that certain men in the combined camp of Moses the Parliamentary, Aaron and the Gideonites came together, to elect from among themselves a consul to be chief over them. And it so fell that Aaron was the man to whom all came and said, "We will have thee for our chief." And he being full of pride and rejoicing thereat, brought himself down unto them from his great height, and spoke with them, saying, "Ye give me this great honor, now go and do likewise to this, my right-hand abider, who *meeteth all men well*." And some refused, saying, "Behold we will not have this other man to rule over us, for he hath a pen with a sharp point, and liketh not the C. T. C. We will have a committee appointed, men who fear not the wrath of the consul." And straightway

they had this committee appointed, but in it was one who did keep quiet and approved not the voice of the majority, but wished a voice all unto himself, which he had. Then were the consul and his right-hand abider exceeding wroth, and sent forth communications charging all manner of evil doings unto the chief of the committee, and asking all mankind to frown upon him; but he payeth no heed unto them. Then cometh the noble Reed amongst the oaks and laboreth for five hours in mortal agony of speech with the abider, and maketh peace at last, with much feasting, for which the peace-maker payeth. Verily, blessed are they who make peace and feasts, and cause harmony to reign over all the land. The abider still abides, and the only dissatisfied ones in Eden are the scribes among the Gideonites, whose communications have been successfully kept out of the official trumpet, to the everlasting honor and glory of the consul, and his right-hand abider, DON CÆSAR.

Reception Committee.

THE Reception Committee of the League Meet now consists of the following gentlemen under the chairmanship of E. G. Whitney: J. S. Dean, E. C. Hodges, A. A. Pope, T. W. Higginson, H. S. Kendall, Eugene Sanger, Charles E. Pratt, E. G. Whitney, C. R. Overman, W. B. Everett, H. D. Corey, C. S. Smith, H. W. Gaskell, W. W. Stall, W. S. Slocum, Fred. H. Porter, Abbot Bassett, R. J. Tombs, H. M. Sabin, A. L. Atkins, W. E. Wentworth, W. S. Atwell, F. W. White, G. F. Williams, W. G. Kendall, R. H. Bowman, Charles E. Bassett, A. L. Bowker, E. B. Coleman, H. C. Getchell, W. A. Lister, T. C. Sias, W. H. Allen, J. H. Lewis, L. E. G. Green, E. W. Hodgkins, W. F. Spear, W. S. Wheeler, W. R. Maxwell, E. H. Foote, George G. Beals, George Shaw, James M. Burr, Walter G. Clark, F. W. Hill, F. E. Margot, F. A. Pratt, John S. Pratt, J. E. Savell, W. C. Stahl, F. C. Cobb.

Waltham Cycle Club.

SINCE the good old days when Stall, Sewell, and Colby were the leading cycling lights of Waltham, the interests of the wheel in that town had not boomed until recently, when the Waltham Cycle Club reorganized, and under the energetic management of Orel E. Davis, Geo. F. Walters, and E. J. Williams, has given a new start to cycling in "Watch Town." On Thursday of last week, the club closed the festive season with an interesting entertainment in the skating rink. The early part of the evening was devoted to merry roller skating, and pretty girls and stalwart men sped round the hall to the inspiring strains of the American Watch Company Band.

Prof. G. L. Hutchinson gave a well-finished exhibition of difficult fancy riding. G. W. Chamberlin, A. F. Hurd,

William Page, and F. J. Williams risked their necks and dignity trying to secure a prize in an obstacle race, and finished in the order named. The Associates defeated the Actives in a burlesque game of polo. The "only" Henry C. Hall acted as referee. The following clubs were largely represented: Cambridge, Suffolk Wheel Club, Massachusetts, Nonantum, Boston, Newton, Dorchester, Charlestown, Maverick. Nearly one hundred cyclers attended on the wheels. Among those present we noticed Saben, Haven, the last suspend, Peck, Robbins, Vivian, Tombs, Alcott Pratt, Underwood, Rhodes, Burnham, Keith, Whitney, and Gid Haynes. The BICYCLING WORLD was represented by C. W. Fourdrinier, J. S. Dean, and C. S. Howard. The WORLD staff wishes to thank the Waltham Club for their courteous treatment at the rink and club-rooms.

Recent Patents.

THE following list of patents, recently issued, relating to bicycles and tricycles, is furnished by Henry W. Williams, Esq., solicitor of American and Foreign Patents, 258 Washington street, Boston.

No. 339,289. Bicycle Saddle, Wm. H. Hale, New Haven, Conn.

No. 339,422. Wheel for velocipedes. James Hudson, Birmingham, England. A tubular wheel rim provided with a circumferentially grooved surface, concaved and semi-circular in cross section, and having its under side convexed and formed with a series of longitudinal corrugations.

No. 339,436. Velocipede. E. G. and A. C. Latta, Friendship. N. Y. A Bicycle.

No. 339,446. Velocipede. Stephen Martin, Birchfield Road, Lozells, near Birmingham, Eng. A Safety Bicycle.

No. 339,537. Tricycle. Charles E. Duryea, St. Louis, Mo. A Tandem Central Front Steerer.

No. 339,550. Wheel for velocipedes. James Hudson, Birmingham, Eng. A tubular wheel rim provided with a concaved or grooved periphery, semi-circular in cross section, with a joint formed therein, and having its under side convex, nearly semi-elliptical in cross section, and longitudinally thickened at the centre.

No. 339,765. Velocipede. H. B. Hart, Philadelphia, Pa. Bicycle.

No. 339,793. Hood Attachment for Bicycles. Hosea W. Libbey, Boston, Mass. An adjustable hood, or umbrella-shaped weather protecting device, attached to the steering bar, by means of a frame.

ANOTHER great invention is in its experimental stage, and consists of using compressed air to propel a tricycle. We fear that it will never get beyond that stage. We know of some individuals who might be able to furnish a good share of the motive power in case the legitimate supply ran short.

We are Told

THAT Messrs. Frasier and Hurd of the Waltham Club have made the one quarter mile on the home trainer of the club, in twenty-three seconds.

THAT Rich and Valentine of Brooklyn, are the fastest local riders, and that when they start in an event the rest of the Brooklynners don't have a show.

THAT the New York and New Jersey Road Racing Association, may be prevailed upon to have their first race somewhere in the vicinity of Boston, on one of the dates set down for the League Meet in that city. We hope this will prove a fact.

THAT cycling in Waltham had its rise in 1878, and that the pioneers, Messrs. Burnham, Mallory and Shakespeare built their own machine.

THAT D. E. Devoe has abandoned his tricycle for a Racer safety.

THAT the Coventry Machinists Company has just received some side-steering tricycles, very well adapted for ladies.

THAT the Overman Wheel Company has raised the siege and got the keeper out.

THAT there are rumors of new manufacturing of bicycles and tricycles being started.

THAT Col. Pope is building a house on Newbury street for his twin sisters, both of whom are physicians.

THAT the real struggle in the amateur question is yet to come.

THAT Ralph P. Ahl is going to Europe to meet his brother, and will be absent some months touring on a tandem.

THAT a tandem race between the Ahl brothers and the Corey boys, is one of the fall fixtures.

THAT white John Williams on his tricycle ran away from the bicycles coming from the Waltham entertainment.

THAT the local clubs are not subscribing liberally to the League Meet fund.

THAT there is a good deal of feeling in Chicago on the League election.

THAT nearly every cyclist is down on the parade, and disgusted with the proposition to have a band.

THAT Underwood and Rhodes are anxious to meet any two riders for a ten mile scorch on the tandem.

THAT the net profits of the exhibition given by the Waltham Club will foot some \$80.

THAT St. Louis wheelmen have been refused the use of the fair ground track, and that the St. Louis men propose to retaliate by boycotting the fair grounds.

THAT the fair Elsa von Blumen will soon be in Boston looking for a man whom she can beat.

THAT the tricycle division of the Boston Club adopted the black star as mourning for the bicycle division.

THAT ten thousand copies of the L. A. W. official programme will be issued for use during the Meet.

THAT D. H. Renton has resigned from the L. A. W. on account of what he considers ill treatment, but that the condemnation of Secretary Aaron on account of "airiness" of costume on the track, "has nothing to do with the case," etc.

THAT L. A. Tracy has started from Hartford to ride to the Pacific slope.

THAT West Chester Park extension is now fair riding surface for those Boston wheelmen who desire to ride from the city to Dorchester or *vice versa*.

THAT the team to represent the Kings County Wheelmen in the coming great road race will be A. B. Rich, E. Pettus, H. J. Hall, Jr.; E. W. Valentine, A. C. D. Loucks, M. L. Bridgeman, L. Webber and an unknown.

THAT Hartford will open the skating rink for the use of ladies desiring to learn the tricycle.

THAT John Williams was mistaken when he thought that his case had been dismissed by the racing board.

THAT the Hawthorne Club of Salem has ceased to exist.

THAT Burnham says he will send in his entry to every open amateur race, spite of his expulsion by the Racing Board.

THAT W. W. Keith of the Bostons, wears a big bump on the back of his head, all on account of trying to ride a tricycle minus the rear safety rods.

THAT W. B. Everett & Co. shipped an Apollo racer to Jack Prince, last week.

* * *

THAT the Missouri Club of St. Louis, will send ten men to the League Meet.

* * *

THAT the Columbia Safety bicycle will be out in a couple of weeks.

* * *

THAT there will be a big howl if the general business meeting of the League is abolished.

* * *

THAT *The Wheel* considers sarcasm, as displayed by "Hal" in his "Men I have met," an indication of superior intelligence.

* * *

THAT some of the Boston clubs intend to follow the example set by the Springfield Club of contributing \$100 towards the League Meet fund.

* * *

THAT a score of Massachusetts Club members enjoyed witnessing an athletic exhibition by the young lady members of the German Turner's gymnasium, last week.

* * *

THAT Chairman Bassett is not overburdened with applications for the location of League championship races.

* * *

THAT lady tricyclists will be invited to join the Suffolk Wheel Club on its trip along the North Shore.

* * *

THAT S. T. Clark & Co. are going to show up their famous "Rapid" wheels at the Boston Club exhibition.

* * *

THAT Doane, the Dorchester flyer, has entered the employ of the Overman Wheel Company to look after its interests in and around Boston.

* * *

The Boscobel Road Race.

THE Boscobel Bicycle Club, of Lynn, Mass., held a twelve-mile handicap road race last Saturday afternoon. W. L. Lewis (scratch), J. T. Stevens (five minutes' start), Samuel Truesdale (scratch), and Edward Bergholtz (three minutes' start), were the only starters. The route was from Hotel Boscobel, in West Lynn, around the Common to the Lafayette House, in Salem, and return. Lewis was the first to finish, his time being fifty-seven and three fourths minutes; Truesdale second. Stevens and Bergholtz made a close finish, and will, we understand, have another run over the same course to settle the disputed question as to which is the best man. Robert Heron refereed and Edwards Truesdale held the watch.

CHICAGO. — Yank Adams, proprietor of the *Sporting Journal*, and well known as perhaps the best finger billiardist in the world, has just returned from Europe, and brought with him, besides the ordinary tales of a jolly good time, two beautiful greyhounds, that he calls Lightning Rod and Telegraph, respectively. In this week's issue of his paper he makes a bid for the cycling patronage of Illinois, in publishing several columns of cycling news and a letter from a town boy who discusses the local news rather freely. There is evidently a pretty sharp tilt in view between the *Mirror*, that has hitherto monopolized the sport, and Adams' weekly, which cannot fail to result to the advantage of cycling. The *Mirror* is sent to every State member of the L. A. W. free of charge, and I understand they wish the privilege of continuing another year. It has its friends as well as its enemies, so it will be useless to prophesy.

THE Chicago club held its regular monthly meeting last Tuesday night. Nothing particularly important was done. Mr. R. P. Gormully was in the chair in the absence of Mr. Miller, and handled the business in an able and experienced manner, and it is a pleasure to report that it was not entirely monopolized by the ring. The question of headquarters was practically decided in that a committee with power to act was appointed, that will in all probability re-lease the present building for six months, at the expiration of which period it is hoped that the wealthier members of the Club will take some adequate steps toward acquiring a club house somewhat in keeping with what Chicago ought to have had long ago.

THE Committee on Constitution suggested a number of changes in a rather unsatisfactory manner, and were promptly sat down upon by a few dissatisfied members. The clause that excited the most opposition was in regard to the admission of ladies as associate members. The club at its previous meeting elected a lady to its associate membership. I think I voice the sentiment of the majority when I state that this was not a popular move. The Chicago Club is our leading organization, and as such can offer no particular attraction to ladies. The Massachusetts club would ridicule the idea, as would the Boston Club, and the Citizens' Club would feel out of place with this inconvenient addition. The truth is, that a lady membership is undesirable, excepting in organizations that will admit of their presence on all occasions. The Dearborn avenue Club was gotten up on this plan, road riding is the chief plank in its constitution, and the meetings are held at private residences. Why not let our lady cyclists go there?

BILLY DURELL, who manages the Pope branch store, is making about as

much of boats, steam yachts, and canoes, as of bicycles. In the window is a sand-blast Outing sign, and back of it one sees a sort of chaotic collection of canvas, canoes, bicycles, and engines for yachts, that give one the impression the sign refers to the contents of the store, instead of to the magazine of that name.

LINDSEY COLEMAN, who has looked after the Western Toy Company interests in New York for several years, dropped in on me the other day. He is no longer in the employ of that concern, but has taken a partner and gone into business for himself. He will do a commission business, and among other lines will control the Western Toy products in the East.

THE Caligraph agents have again secured the agency for the Rudge. Harry Corey turned up yesterday in a spanking new spring overcoat, with a cane and a pretty blonde moustache, and this was the outcome.

GORMULLY AND JEFFERY are running overtime, having added two hours to their regular day, and will run from 7 A. M. until 7.30 P. M., with but a half hour for dinner. As they employ about one hundred and fifty hands, this is pretty good evidence that the American cycles are selling out fast.

THE *Inter-Ocean* announced another six day race at Minneapolis yesterday; this time, between Schock and Prince for \$1,000 a side. There is little doubt but this amount will be put up if the race comes off, as I know Schock will not go in for anything less, and Prince, with his brilliant past, would have no trouble in getting one of the lively Minneapolitans to back him.

THIS is rather disheartening news to Morgan, who has gone into training, and intends to ride the entire season. Morgan is furnishing news to the *Inter-Ocean*, and published a long lament to-day, but without effect upon the management of the proposed race, I imagine, which is to come off during the week ending 3 May. Schock will ride an American Champion, Prince, a Singer machine.

PHILO.

AN incident. One of the attacked Waltham party whose courage and frame are alike large, got his eagle eye on one of the roughs and sped for him; away went pursued and pursuer, over fences and through fields, for an eighth of a mile, when the pursued's wind gave out and the strong hands of the avenger grasped the doomed one's throat,—a glance! a recognition! a tableau!! 't was no foe, 't was a brother cyclist.

THE RUDGE FOR 1886.

SEND FOR

1886

CATALOGUE



SEND FOR

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CATALOGUE

RUDGE HUMBER TANDEM.

Examine our Specialties for 1886. Latest Patterns and New Improvements. In spite of competition, the RUDGE still leads. Order early.

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netted by the stenographers, but the League members have to suffer. These reports of League meetings should contain only such portions of the debate as bear directly upon the subject under discussion, all extraneous matter being left out.

If there is one subject heard discussed about town more than another, always barring the makers' amateur suspension, it is the rumors, indefinite though they are, of some monster scheme the Boston Club has on hand in the clubhouse line. Just what they intend to do the members will not say, but from what can be gleaned from them, it must be something truly stupendous. Something after the style of the New York Athletic Club seems to be the idea. How grand that would be, and just what has so long been needed in Boston.

THE Boston Club has been extremely quiet during the past six months, which has contrasted strangely with the unwonted activity of the Massachusetts Club. The latter club has certainly gone to work in a commendable manner. Numerous entertainments have been given at the clubhouse, keeping up the interest of the members during the non-riding season, and ever adding to the membership rolls. It is but a pleasure to learn that the Boston Club has not really been inactive all this time, but has been quietly laying its plans for the carrying out of some big scheme which will not only redound to the credit of the club itself, but will confer a lasting benefit upon the city.

ATHLETIC sports, with the single exception of cycling, have sadly degenerated in Boston during the past few years, and all owing to the lack of an enterprising general athletic club. Such a club as the Bostons are understood to have in mind would certainly wake up the athletes of this city, and give athletic sports such a boom as they never knew before. Such a club could not fail to prove a success, and a membership of at least one thousand could easily be secured.

THE remark is not infrequently heard that there is a strong probability of the Boston Club members refusing to participate in the League parade. That is not true, for the Boston Club has announced its intention of supporting the League in every way, and doing all in its power to add to the success of the meet. It is quite likely that many of the members would much rather not parade, for if there is one thing that the club members as a whole abominate, it is a gaudy show on cycles. They rightly believe that cycling is a delightful and practical mode of healthful recreation, and would much rather leave all the childish displays, and the following of a big-sounding brass band, to others. Yet the club will pa-

rade, and it is safe to predict that the members will present a fine appearance.

The active members of the club held a special meeting a few nights since to discuss matters relating to the meet. Captain Tombs was put in the chair, and never did captain work so hard as did he in his efforts to satisfactorily answer the questions showered upon him. It was a funny meeting and it is to be regretted that the proceedings cannot be reported. One of the most important matters brought up was the attempt to elect a bugler. There was so much rivalry over the possession of this office that the election proved a failure. The rivalry was due to the efforts each one made to induce some other person than himself to accept the office, on the plea of his own total inability to toot out sweet sounds from a little tin horn.

By the way, is it not time that another meeting of the committees in charge of the League meet was held? The time is short, and if the meet is to be made a success, active work must at once begin. The great trouble seems to be with the Finance Committee, four of the men elected to the chairmanship of that committee having resigned. It is understood that Chief Ducker has now assumed that office himself. How about the races? Are there or are there not to be any races? If there are it is high time that some track was being put in condition to run them on.

THE STROLLER.

TUESDAY night last the Springfield Bicycle Club suspended George M. Hendee, A. O. McGarrett, and W. N. Winans from membership, pending the action of the League of American Wheelmen in regard to the makers' amateurs question.

JACK EASY for once has failed us. We know he had intended this week to give us his views on the anti-tandem-cum-sociable question, but our latest information leads us to believe that he is somewhere in the neighborhood of Columbus avenue, awaiting the arrival of a certain 56-inch Victor, in which he seems to be much interested. Our readers must forgive him this once, and may expect to hear from him sure in our next issue.

WHEN Mr. Abbot Bassett departed from this office he issued a circular over his own name, in which he said he had had an experience of *five* years in the editorial chair of the BICYCLING WORLD. In "Ten Thousand Miles on a Bicycle," page 525, Mr. Bassett says, "I became business manager of the BICYCLING WORLD in August, '81; was joint editor in '83, and full editor in '84." We make no comments, we give the facts.

WARREN M. ROGERS, of Omaha, Nebraska, is making commendable effort toward forming of a State division of the L. A. W.

Pope Overman.

THE ATTACHMENT ON OVERMAN COMPANY DISOLVED.

FOR about two months there has been in the store and works of the Overman Wheel Company a keeper, placed there by the Pope Manufacturing Company, under attachments for the infringement of patents owned by the plaintiff. On Friday of last week a final hearing was had before Commissioner Hallett on the question of bonds, and after a thorough cross examination of the proposed bondsmen, they were accepted by the commissioner, and on being signed and delivered to the marshal, the keeper was removed, and the Overman Wheel Company was again in a position to carry on its business. The question of infringement has yet to be decided by the courts. We think the Overman Wheel Company has passed through a trying ordeal, and at one time it seemed as if it would not be able to place its machines on the market this season. We think we voice the general sentiment of wheelmen in welcoming this concern back into the field of competition.

CURRENTE CALAMO

THERE may be a place in heaven, somewhere near the outer gates, for the cyclist who blows a screamer, but he will never get a reserved seat.

AT this season of the year, the provident cyclist brings out his old crock, straightens the handle-bar and cranks, screws up the bearings, paints it with enamel, and then puts an ad. in the paper like this:—

FOR SALE.—A 58-inch "Superior," in splendid condition. Has not been ridden one hundred miles and is just as good as new. Reason for selling, too small for owner, who is going abroad. Address Smart, this office.

THE makers' amateurs don't seem to worry about their position a bit, and that's what bothers the Racing Board.

NOW is the time when the cyclist in an obscure town, who wants a new wheel, writes to the dealer and asks to be appointed agent. If he gets the agency, he saves fifteen per cent on the cost of his machine.

THE first edition of five thousand copies of the "Agent's Guide, or how to Sell the Rudge Bicycles and Tricycles" has become exhausted. Another edition is in press.

THE L. A. W. colors of royal purple are out, and Burley Ayers has favored us with a sample, which we shall take pleasure in sporting.

CAPT. HAYNES has certainly laid out a most attractive programme for the Suffolk Wheel Club tour. The distances are easy, and the time ample to cover each day's trip comfortably. 3, 4 and 5 July are the dates, and the party will

start from W. B. Everett & Co.'s store at nine A. M. Boscobel, Lynn, will be the dining place, and Gloucester, the Pavillion, will be the sleeping place for the first night. The second day will be spent by touring round Cape Ann, and then away for Rowley, where the night will be spent at the Merrimac House. The third day the party will head for home, stopping for dinner at the Essex House. The distance for the three days will be one hundred and thirteen miles.

FRED RUSS COOK has been "touring" via rail, and wherever the rural rider could capture the great Fred, fêtes and general jollification have followed.

WHY not? The entire West want to see J. S. Rogers on the Racing Board, so says the *American Wheelman*. Well, why not? Mr. Rogers is an enthusiastic wheelman, and a gentleman, and knows all about racing.

Now they are at it in Switzerland. A certain Mr. Van Leisen has invented a steam tricycle. It worked with the usual grand success. It was noiseless; it ran up hill and flew down; in short, it did everything (and more too) that was expected of it, but, — it is strange what a small though disagreeable word that is, — but it was found that "the machine could be improved in several minor details." The account does not state how much Mr. Van Leisen is out of pocket.

LAST Sunday the West Springfield roads were thronged with wheelmen who were out, determined to get the full benefit of the spring scraping and smoothing these highways get annually.

ST. LOUIS wheelmen will have a Chinese lantern parade. Evidently the "hoodlum" is an unknown animal in St. Louis. This parade will bring him to the surface and make them wish for thousand Stalls.

THE *Boston Home Journal* truly comments as follows: "It is the height of immodesty to believe that tricycle riding is not ladylike and modest. A flowing skirt and the absence of hoops are all the necessary conditions, so far as dress is concerned."

DR. KENDALL, of Boston, has been tendered the office of marshal for the Eastern division of the L. A. W. touring department, and it is very probable the doctor will accept. No better man could be found.

NEILSON was seen, Tuesday afternoon, scorching over the mile ground, with Getchell well up to Robert's back wheel. Bob ought to know, but we don't think hard riding on a rough road is the best preparation in the world for path racing.

Lynn's New Track.

THE BICYCLING WORLD detailed two of its staff to run to Lynn last Monday to look up the affairs in Shoe Town, and

see how the new track was progressing. Visiting the rooms of the Lynn Cycle Club, Mr. J. H. Sherman took us under his wing, and by a devious route brought us to the house of Champion Rowe and *factotum*, Mr. Asa Wendall. We then proceeded towards the new track, and in the course of our walk, Mr. Rowe who looked very fit, expressed himself as in splendid condition, but a trifle overweight. On reaching the site of the new track, we found the work well advanced, the rough grading being almost completed. The track is three laps to the mile, of oval shape, with one flattened side, all the turns being easy. It is a dead level, twenty feet wide, except on the home stretch, where it is thirty feet. The finish is a straight four hundred and nine feet long. The corners are raised one inch to the foot. The surface will be of screened blue gravel put on in layers, and then well watered and rolled. In the opinion of experts, this will make a faster surface than either clay or cinders. The track will be measured eighteen inches from the curb. A grand stand to seat 2,000 people will be erected as well as dressing-rooms and restaurants. The track is situated in a large field, within easy distance from the town, and, being in a hollow, and protected by high land, trees, and houses, is exceedingly well sheltered. The work is under the immediate supervision of C. Gay, civil engineer of Lynn, and contractor H. S. Tuttle, of Swampscott, while Mr. Carroll, the president of the Track Corporation, keeps a watchful eye over all. The contract calls for the completion of the track by 31 April, with a forfeit of \$10 for every day's delay thereafter. All the conditions point to an exceedingly fast if not the fastest track in the country, while the size will help to make the races interesting.

Lynn Notes.

Over five hundred wheelmen passed the Boscobel on Sunday.

Twenty-five members of the Lynn Cycle Club have decided to join the League.

The interest in cycle racing is at fever heat and a thousand or more citizens visited the new track Sunday.

Landlord Comee is an honorary member of the Cycle Club.

Rowe is having two Columbia races built and went to Hartford last Tuesday to inspect them.

Asa Wendall will look after Rowe this season as he did last.

THE Woodward House will be headquarters of many of the out-of-town flyers.

KNAPP, Hendee, Wendall, Rowe, Hunter, and Neilson will commence to train as soon as the track is ready for them.

THREE lady members joined the Lynn Cycle Club at its last meeting.

MRS. DURGIN is an enthusiastic rider of the tricycle. That she is a graceful one we can testify.

A great deal of feeling is displayed by Lynn wheelmen at the action of the Racing Board; a grim determination possesses the cyclists to carry through the races at the opening of their track on the plan originally laid out. The entries of all the recently expelled men will be accepted.

PHOTOGRAPHIC.

Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

WOLL, in *Wheel World* suggests that the developing solution be kept in ten per cent proportion, and says that from practical test he finds the convenience immense.

The same authority says that often an amateur is not sufficiently certain if his prints are washed enough. To such he would suggest the use of the tongue and the presence of salt will indicate that more washing is needed.

Some excellent suggestions as to cause and remedy of different fogs which sometimes bother the users of gelatine plates, appears in the *Tricycling Journal* and we reproduce some.

Common Fog. — This is the most common of all defects of gelatine negatives. It may be so slight as to be scarcely perceptible, or it may almost entirely obliterate the shadows. It is a sort of oil which spreads over the whole plate. This may arise from one of two causes, either chemical fog or light fog.

The first of these is caused by error in the preparation of the plate, the film being in such a state that the selus salt is reduced by the developer without light having acted upon it at all.

In some cases this may be cured by soaking the plates in a three grain solution of bichromate of potash, and then washing them in running water for an hour or so, and then afterwards drying. It will be seen that all this must be done in the dark room.

A good way to tell whether the fog is due to a fault in the camera, is to see if the parts, which, when in the slide are covered by the reboil are unaffected.

If it is believed that the fog is due to a slightly actinic light in the developing room, place a plate in the slide, and leave it half open for ten minutes or so on the table, when the plates are changed or developed. At the end of the time develop the plate, and if the exposed half is darkened at all the light is unsafe and must be altered.

Photographers are apt to take no notice of a small shade of light if it does not "strike on to the plate." This is a mistake, as if the light is present, it will become oppressed and tend to spoil the negative.

To be continued.

KIRKPATRICK's boom is gradually working east, Buffalo wants him, and Buffalo says that all Western New York is solid for the Western gentleman. Mr. Kirkpatrick is not only of an inventive turn of mind, but he has literary and executive ability of a very high order.

L. A. W. Races.

SINCE the Racing Board's suspension of the makers' amateurs it has been an undecided question whether or not races were to be run during the League Meet in Boston. The indications now, however, are that the races will be held, and that they will be run on the grounds of the Boston Union Athletic Company, Dartmouth street and Huntington avenue, for the Massachusetts division Racing Board has secured the refusal of the grounds for 20 May. It was decided to run the races on the Union track only after much consideration. Beacon Park was favored on account of its superior track, but it is so far from the city that it was feared it would be impossible to secure a good attendance. It is intended to place the track in good condition, and make it as fast as its smallness will permit.

The programme has not yet been fully outlined, and it cannot be until it has been decided what action is to be taken in relation to the "suspends." Without them the races would lose all interest, and it is probable that some of the events will be announced as open only to the "suspends" straight amateurs and square professionals alike keeping out. The one mile bicycle and the one mile tricycle championship races will be run, and both will, of course, be open only to "straight amateurs." It is not improbable that a race for professionals will be among the attractions.

A Correction.

AN item has been going the rounds of the dailies of Boston and Lynn that Gideon Haynes, Jr., had been arrested for sidewalk riding in Malden. Investigation shows this not to be a correct statement. Capt. Haynes and a party of ten of the Suffolk Wheel Club were returning from Salem, and had stopped at the public pump in Malden for a drink of water. He had lagged behind to encourage along a "weak brother," and on arriving at the pump dismounted and put his machine on the ground, at least two feet from sidewalk. Noticing an altercation going on between his men and a stranger in plain clothes, he stepped up to find out the cause. This party was holding forth to the effect that cyclists could not stop there at all. Capt. Haynes asked him who he was, and at once the man told him to come along and "he would show him," etc. Haynes was conducted to the station-house, and after an hour's delay the worthy Gideon was bailed out. We are assured that not one of the men

were riding on the sidewalk, and that from the time of stopping to the time of arrest was not five minutes. Capt. Haynes is going to see what law there is in the case, as he feels that he and his men were treated in an arbitrary and unreasonable manner.

At Last it Comes.

KARL KRON, the unique, has sent us the first 544 pages of the long-delayed "Ten Thousand Miles on a Bicycle." We have not had time to peruse its pages sufficiently to intelligently review it. It contains much that is interesting, more that is valuable, — to the tourist, — some that is tedious in its detail, and a great deal that makes one laugh. For example, there is K. K.'s addendum to his article on "White Flannel and Nickel Plate," in which the author with elaborate detail gives the history of various pairs of stockings he has owned. Who in the world cares to know how many miles of riding a particular pair of cashmere hose lasted before the heels became holey. The "Statistics from the Veterans," is really very interesting, and we can only regret that it is not more complete. But that is not K. K.'s fault. We hope to read the work through and review it as it deserves. Although we as well as many others have chaffed K. K. a good deal, we must admit that "Ten Thousand Miles," is well worth the money asked for it, and should be owned by every wheelman.

Trade Mems.

MESSRS. READ have received the Radial and it can now be seen at their warerooms.

EVERETT & Co. announce the arrival of a lot of Springfield tandems. They will be opened to public view by the end of this week.

THE new ladies' tricycle, imported by the Coventry Machinists Company, is really a very taking machine. Ladies con emulating a change in mount should look in on Mr. Gaskell.

RENEWED life seems to have struck our friends at 182 Columbus Avenue and all hands are pitching in, determined to make up for lost time. They are almost too busy to talk just now, and give no points. We will call again.

THE novelty for 1886 to be issued by the Pope Manufacturing Co. will, of course, be their new safety wheel which will be on the market soon. This company are laying themselves out on Rows' two new racers.

STALL'S new catalogue is out. The cover is one of the most artistic yet seen. It contains fifty pages of solid and interesting matter. The 1886 pattern Star is, of course, given the premier position in the catalogue, and the description and specifications of this machine are comprehensive and exhaustive.

W. B. EVERETT & Co. are kept pretty busy in their cycle-hiring department. The resources of this branch are constantly put to test, but they are equal to any call that can be made on them.

S. T. CLARK & Co., Baltimore, will have a fine exhibit of the "Rapid" at the Boston Club show. This will be an opportunity for wheelmen to examine this comparatively new comer so far as Boston is concerned.

THE Overman Wheel Company will hereafter use the "Barton burner" in all their lamps. This burner consists of a porous cup, which on becoming heated vaporizes the oil. It is claimed that the light cannot be shaken out that the cheapest kerosene oil can be used, and the burner can be fitted to any lamp. We hope to be able to test this new burner, and report on it shortly.

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

THE Troy Bicycle Club comes strongly to the front as an enterprising organization, they having bought the premises on Federal street, Troy, known as the Coliseum building, for \$13,462, including land. The building has been used as a skating rink, and the surface will remain intact. Parlors, dressing-rooms, with all the modern conveniences, will be added, and when these alterations are completed Troy will be able to stand in the first rank of club possessing "one of the finest."

THE second whist tournament held by the Leominster Bicycle Club has been concluded, and has proved fully as interesting as the first one. In this tournament, total number of points counted instead of games, and was found to be much more satisfactory, although even in this way two pairs tied for first prize. Messrs. Chase and Cook and Nickerson and Dresser. The tie being played off, Chase and Cook won first prizes, two solid gold scarf pins. Nickerson and Dresser, second prizes, two silk umbrellas. Bates and Tyler, third prizes, two packs of cards in Russia leather cases. Officers for the ensuing year as follows: President, John M. Lockey; secretary and treasurer, Edmund Munsie; captain, C. A. Joslin; lieutenant, E. E. Burdett. Club committee: president, secretary, captain, J. G. Tyler and E. A. Woodward.

The following officers were elected 7 April, St. John, N. B. Bicycling Club: President, George F. Smith; captain, W. A. Maclachlan; secretary-treasurer J. M. Barnes, 103 Mecklenburg street; first lieutenant, Charles Coster; second lieutenant, Henry C. Page.

THE Canandaigua Bicycle Club has reorganized as a League Club, with the

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following officers: President, Dr. C. T. Mitchell; vice-president, A. E. Cooley; captain, Dr. A. G. Coleman; first lieutenant, A. W. Crittenden; second lieutenant, Frank E. Howe; secretary and treasurer, J. Stanley Smith.

At the semi-annual meeting of the Norwalk Wheel Club for the election of officers, held Monday evening, 29 March, 1886, the following were elected: president, Edward M. Jackson; secretary, Charles E. Miller; treasurer, LeGrand Raymond; captain, Wm. T. Olmstead; bugler, Charles Warren; club committee: Edward M. Jackson, Charles C. Miller, LeGrand Raymond, R. D. Beatty, J. Arthur Ambler.

THE Oregon Bicycle Club gave its first tournament and exhibition at the Pavilion, on the evening of 5 April; the attendance was good, and the spectators enthusiastic. The net proceeds, some \$40, will be applied to build a track, as they are bitten with the racing fever there. The programme contained the following events: Demon drill, a five-mile handicap, won by E. Keil, Jr. (one lap) in 18.34. Half-mile compulsory foot race by entire club, F. H. Knapp took it in 2.33.

SIXTEEN of the tricycling members of the Boston Bicycle Club assembled last Saturday at the Faneuil House, Brighton, and after partaking of a good supper proceeded to reorganize the Tricycle Division. C. P. Donahoe was elected captain; Freelon Morris, secretary; and J. S. Dean, treasurer. A cap of "spotless flannel of virgin white," with the Boston Club star in black enamel was adopted as the distinguishing mark of membership. After the meeting adjourned a pleasant run was taken, under the command of the new captain.

A NEW organization put in an appearance on the road last Sunday. It rejoices in the name of the Stanford Bicycle Club, and hails from Boston Highlands.

THE East Hartford Wheel Club will hold a race meeting some time in May. Dates and particulars to be announced later.

THE Chelsea Bicycle Club reorganized Friday evening with the following officers: President, Abbot Bassett; vice-president, J. B. Seward, Jr.; secretary-treasurer, C. E. Walker; captain, L. H. Frost; first lieutenant, R. E. Burnett; second lieutenant, W. S. Tracker. The club starts with thirteen charter members. It has voted to adopt the L. A. W., uniform, with the word "Chelsea" in silver letters on the collar.

THE East Cambridge Club held their first monthly meeting Friday last. A constitution was adopted, and the design for a unique badge accepted.

MELROSE, MASS., organized a club with the following officers, and with a membership of fifteen: President, B. F. Eddy; captain, Dr. Charles Sprague; first lieutenant, Walter Stevens; bugler, A.

Pemberton; secretary and treasurer, J. F. Cox; club committee: president and captain, Henry Johnson.

THE Yale College Club are making arrangements for races in June.

THE Massachusetts Club ran out to Newton Monday evening, and were entertained by the Nonantum Club of that place. A light collation was served, and music enlivened the quickly speeding hours.

THE Junior Wheelmen of Baltimore, at their regular meeting, 6 March, changed their name from the aforesaid to that of the Mercury Wheel Club, with the following officers: Wm. Hillis, pres.; W. C. Crawford, sec. and treas.; J. Hanway, capt.; C. P. Brigham, lieutenant; R. Molmino, color bearer; W. C. Crawford, bugler.

THE total mileage made by the Chicago Club during the first three months of 1886 is 2004 $\frac{3}{4}$. Mr. Senbridge heads the list with 293. Mr. Kintz next with 230. Mr. Crennan next, 226. Van Sicklen rode 129 miles in January.

FIXTURES

Secretaries of clubs and race meetings will please send as early as possible the dates decided upon for runs, races, meets, and entertainments.

APRIL.

- 25 SUNDAY. — Somerville Cycle Club run to Salem. Wheelmen invited.
26 MONDAY. — St. Louis American Wheelmen 50-mile road race.

MAY.

- 1 SATURDAY. — Brockton Bt. Club, to Cobb's, Sharon.
2 SUNDAY. — Somerville Cycle Club run to So. Natick, Bailey's Hotel. Wheelmen invited.
9 SUNDAY. — Somerville Cycle Club, run to Lowell. Wheelmen invited.
16 SUNDAY. — Somerville Cycle Club, run to Brockton. Cyclers invited. Brockton Bicycle Club, to Taunton.
23 SUNDAY. — Somerville Cycle Club, run to Lynn. All wheelmen invited.
27 THURSDAY. — Boston Club's exhibition of bicycle tricycles and accessories, opens in Mechanics fair Building, at noon. L. A. W. Meet.

- 28 FRIDAY. — Boston Club's cycle show, second day, opens at 10 A. M. L. A. W. Meet.

- 29 SATURDAY. — Boston Club's cycle show, third day, opens at 10 A. M. League parade.

- 31 MONDAY. — Lynn Cycle Club opens its new track. First Prince-Nelson race. Fourth and last day of Boston Club exhibition in Mechanics Fair Building. League of Essex County Wheelmen. Annual meet at Lynn.

JUNE.

- 13 SUNDAY. — Brockton Bicycle Club to Quincy Point.
27 SUNDAY. — Brockton Bicycle Club to Massapoag House.

JULY.

- 3 SATURDAY. — Suffolk Wheel Club, three days' tour commences, along the North Shore.
5 MONDAY. — L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July.
9 FRIDAY. — Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.
11 SUNDAY. — Brocktons to Nantasket.
25 SUNDAY. — Brocktons to Natick.

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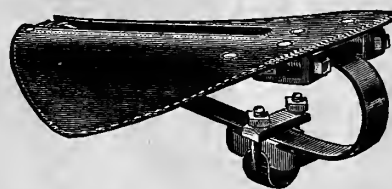


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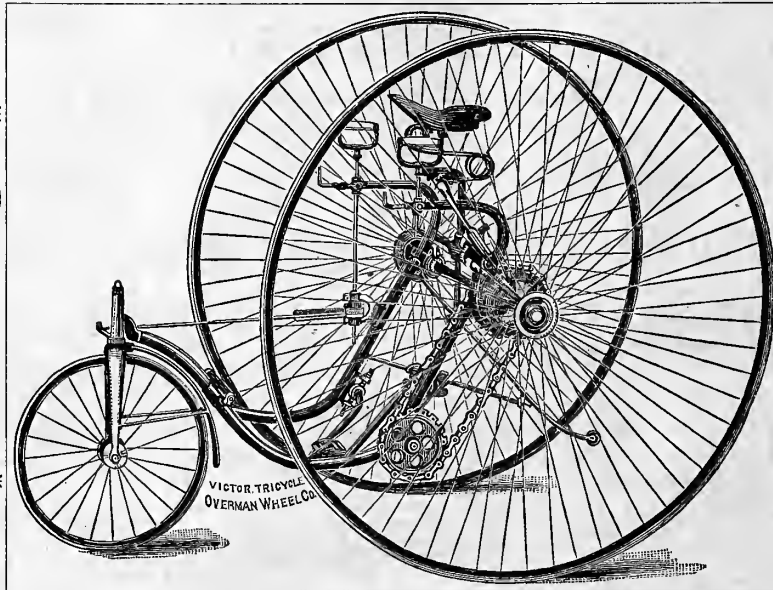
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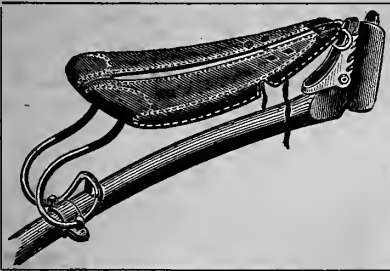
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THE GAZETTE IS A LIVE CYCLING PAPER PUBLISHED MONTHLY AT SPRINGFIELD, MASS. (THE HUB OF CYCLING), CONTAINING 22 PAGES AND COVER DEVOTED TO THE INTERESTS OF THE WHEEL WORLD. IT GIVES THE CYCLING NEWS IN COMPACT AND READABLE FORM; ITS NEWS GOSSIP IS INTERESTING, ITS SELECTIONS UNEQUALLED, ITS TYPOGRAPHY UNSURPASSED, ITS CORRESPONDENCE LARGE AND VARIOUS. ITS CIRCULATION IS SECOND TO NONE, AND ITS READERS ARE LOCATED IN MANY LANDS. SUBSCRIBE AT ONCE AND JOIN THE JOYFUL ARMY WHO READ AND APPRECIATE THE

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The loudest and most piercingly shrill whistle of its size made. Can be heard up to one mile. The exact size of a

50 calibre U. S. Government

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nished brass with nickel

bullet. Invaluable as a

signal for teamsters,

farmers, sportsmen

and all who wish to

attract attention at

a long distance.

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little

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Weight of 55-inch, 22 1-2 lbs.

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With "Double Grip" Ball Pedals, \$165. With "Double Grip" Parallel Pedals, \$160.

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Weight, all on, 47 1-2 lbs.

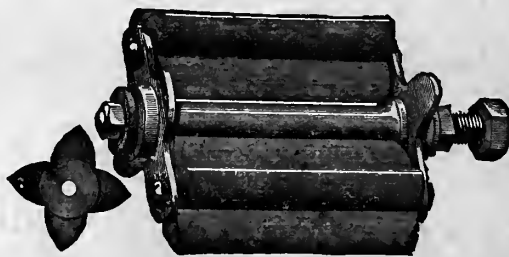
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THE Bicycling World

Devoted to the Interests of Bicycling and Tricycling.

Published Weekly. 179 Tremont Street, Boston, Mass.

\$2.00 a Year.
5 cents a copy.

BOSTON, 30 APRIL, 1886.

Volume XII.
Number 26.

1886 * THE VICTOR. * 1886

The New Victor Bicycle, Model of 1886, is now on the market, and is being shipped daily. This bicycle has recently caused a great commotion, as it was examined by a competitor, and found to be a machine which would be hard to compete with.

An attempt was made to forcibly prevent its being put on the market, but without success. This bicycle is made without regard to cost, and we believe it is the most expensive construction ever offered.

The Compressed Cushion Tire will, of itself, work a revolution in bicycle riding. It provides for a use of the entire body of the rubber, instead of only that portion which is outside of the rim, as is the case with ordinary tires. We guarantee our tires to stay in.

All our bicycles are fitted with our incomparable square rubber pedals, much improved this season. The Victor swing saddle used is, in many details, better than last year's pattern. The tread is narrower. The bicycle is about three pounds lighter.

It will be this year, as it was last, "the easiest running bicycle." Ask riders about this. Come to our store and examine the machine. You will find that we have enough to say for the Victor without spending time to run down our neighbors' goods.

Please remember that many agents are this season bound by contract not to sell the Victor, — a wise precaution on the part of one of our competitors, though a bad plan for riders, who should see the merits of all best makes before buying.

New Illustrated Catalog, free.

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First American makers of high grade Bicycles.

Before buying your new mount for the coming season, send for price list and description of the

"NEW ♦ RAPID" BICYCLES,

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During 1885 not a single spoke
broke or wheel buckled.



Universally acknowledged to be the
strongest and most rigid
wheel made.

SECTION SHOWING HALF OF HUB AND HALF THE NUMBER OF SPOKES.

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"The 'True Tangent' Wheel (New Rapid) is far and away the most perfect yet made."—Illustrated Sports.

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BICYCLING WORLD SUPPLEMENT,

30 APRIL, 1886.

The Annual Elections.

FULL RETURNS.

THE annual election of the League of American Wheelmen has taken place, and this week we are able to give the result, although the details of the vote did not reach us until our regular issue had gone to press, so we were compelled to insert this Supplement. There will, we opine, be many surprises when the result is announced. We understand that many of the Boston Club votes were thrown out because their applications for membership were received about three days late, and that all Massachusetts tickets containing over fourteen names, unless preference was indicated by the vote, were also discarded. It would seem as if there was something wrong in the secretary's office, but we doubt not some satisfactory explanation will be given.

REPORT OF COMMITTEE.

Ballots for chief consuls and representatives. Those who are elected are indicated by stars.

CALIFORNIA.

For Chief Consul.

	VOTES.
*R. M. Welch, of San Francisco,	38
Harry A. Green, of San Francisco,	21
Edwin Mohug, of San Francisco,	7

For One Representative.

*O. C. Smith, of Los Angeles,	16
Chas. A. Biederman, of San Francisco,	3
A. J. Rasborough, of Oakland,	2
O. A. Smyth, of Los Angeles,	1

COLORADO.

For Chief Consul.

*Lewis B. Johnson, of Denver,	3
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*Wm. M. Frisbie, of New Haven,	55
*Chas. R. Upton, of Waterbury,	53
*Fred H. Ayres, of Hartford,	52
*Winslow T. Williams, of Yantic,	50
*E. J. Morgan, of Bridgeport,	50

*S. L. Hubbell, of Danbury,	49
*H. C. Ward, of Middleton,	48
J. S. Rust, of Meriden,	12
Chas. N. Norris, of New Britain,	9
Wm. H. Hurlbutt, of Stamford,	4
Wm. H. Hale, of New Haven,	1
J. H. Whiting, of New Haven,	1
Geo. H. Day, of Hartford,	1
W. E. Payne, of Rockville,	1

DISTRICT OF COLUMBIA.

For Chief Consul.

*E. T. Pettengill, of Washington,	6
W. H. DeMerritt, of Washington,	1

FLORIDA.

For Chief Consul.

*W. J. Farrell, of Fernandina,	1
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*John O. Blake, of Chicago,	61
Burley B. Ayers, of Chicago,	58

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*Harry G. Rouse, of Peoria,	17
*A. G. Bennett, of Chicago,	14
*J. M. Thrasher, of Elgin,	13
*A. A. Thompson, of Rockford,	13
*J. L. Magill, of Chicago,	12
J. P. Maynard, of Chicago,	3
N. M. Van Sicklen, of Chicago,	3
J. O. Blake, of Chicago,	3
F. Lillibridge, of Rockford,	2
B. B. Ayers, of Chicago,	2
J. L. Koch, of Peoria,	2
C. M. Vail, of Peoria,	1
W. C. Stine, of Sycamore,	1
W. M. Durell, of Chicago,	1
L. W. Conklin, of Chicago,	1
J. W. Wassall, of Chicago,	1
H. F. Fuller, of Chicago,	1
P. S. Rising, of Chicago,	1
A. E. Hall, of Chicago,	1
R. M. White, " "	1
E. H. Sleight, of Moline,	1
A. H. McCandless, of Rock Island,	1
H. S. Bowers, of Toulon,	1
C. N. Stearns, of Elgin,	1
Tatcher,	1

INDIANA.

For Chief Consul.

*A. B. Irvin, of Rushville,	43
L. M. Wainwright, of Noblesville,	16

For One Representative.

*Anton Hulman, of Terre Haute,	57
A. B. Irvin, of Rushville,	1
Joshua Zimmerman, of Indianapolis,	1

IOWA.

For Chief Consul.

	VOTES.
*W. M. Ferguson, of Jefferson,	16
C. M. Woolworth, of Ottumwa,	7

For One Representative.

*A. B. Post, of Ottumwa,	22
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KENTUCKY.

For Chief Consul.

*Newton G. Crawford, of Louisville,	25
Thomas J. Willison, of Dayton,	19

For One Representative.

*Horace Beddo, of Louisville,	25
Leonard S. Smith, of Newport,	19

LOUISIANA.

For Chief Consul.

*Edward A. Shields, of New Orleans,	18
C. H. Genslinger, of New Orleans,	12

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For Chief Consul.

*F. A. Ellwell, of Portland,	27
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For One Representative.

*Charles H. Lamson, of Portland,	27
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MARYLAND.

For Chief Consul.

*J. Kemp Bartlett, Jr., of Baltimore,	36
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For One Representative.

*C. W. Abbott, of Baltimore,	1
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MASSACHUSETTS.

For Chief Consul.

*Henry E. Ducker of Springfield,	394
A. D. Peck, Jr., of Boston,	18

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*F. P. Kendall, of Worcester,	255
*F. E. Hawkes, of Greenfield,	254
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Jno. Amee, of Cambridge,	73

THE BICYCLING WORLD SUPPLEMENT

VOTES.		VOTES.		VOTES.	
W. M. Pratt, of Boston,		VIRGINIA.		*F. N. Chew, of Camden,	
Joseph L. Pindar, of Lowell,		<i>For Chief Consul.</i>		*A. J. Wright, of Montclair,	
A. D. Clafin, of Cambridge,		*Frank S. Harris, of Harrisburg,		*Edwin Field, of Red Bank,	
W. B. Everett, of Dorchester,		W. VIRGINIA.		*J. H. Bollard, of Millville,	
A. D. Peck, Jr., of Boston,		<i>For Chief Consul.</i>		*B. M. Sanger, of Orange,	
Wm. Rowe, of Lynn,		*Wilbur L. Wright, of Wheeling,		*C. V. Bitters, of Salem,	
H. T. Conant, of ———		Wm. Wright, of Wheeling,		*E. S. Burns, of Smithville,	
F. W. Archer, of Dorchester,		WYOMING.		*E. S. Burns, of Smithville,	
Elma Woods,		<i>For Chief Consul.</i>		*G. Carleton Brown, of Elizabeth,	
F. E. Ripley, of Springfield,		*Frank H. Clark, of Cheyenne,		E. C. Harris, of Newark,	
W. C. Dillingham,		F. S. Hebard, of Cheyenne,		D. H. Merritt, of New Brunswick,	
E. K. Hill, of Worcester,		MICHIGAN.		Adolph Hennings, of Berger,	
F. R. Hollister, of Greenfield,		<i>For Chief Consul.</i>		NEW YORK.	
Wm. Marsh, of Springfield,		*J. H. Johnson, of Detroit,		<i>For Chief Consul.</i>	
C. A. Fisk, of Springfield,		Junius E. Beal, of Ann Arbor,		*George R. Bidwell, of New York,	
PENNSYLVANIA.		<i>For Two Representatives.</i>		N. Malon Beckwith, of New York,	
<i>For Chief Consul.</i>		*W. H. Burnham, of Adrian,		Charles Schwalbach, of Brooklyn,	
*Eugene M. Aaron, of Philadelphia,		*Wm. Seyffardt, of East Saginaw,		<i>For Nineteen Representatives.</i>	
<i>For Eighteen Representatives:</i>		Frank H. Escott, of Grand Rapids,		*John C. Gulick, of New York,	
*F. A. Dean, of Wellsboro',		Otis Fuller, of St. Johns,		*W. S. Bull, of Buffalo,	
*D. K. Trimmer, of York,		G. F. Keek, of Ann Arbor,		*N. Malon Beckwith, of New York,	
*Geo. Sanderson, Jr., of Scranton,		MINNESOTA.		*M. L. Bridgman, of Brooklyn,	
*H. S. Wood, of Philadelphia,		<i>For Chief Consul.</i>		*Charles Schwalbach, of Brooklyn,	
*F. J. Richards, of Williamsport,		*S. F. Heath, of Minneapolis,		*Gerry Jones, of Binghamton,	
*H. Crecelius, of Reading,		<i>For One Representative.</i>		*Knight L. Clapp, of New York,	
*O. Stall, of Lancaster,		*C. H. Porter, of Winona,		*Charles H. Luscomb, of Brooklyn,	
*H. W. Terry, of Newcastle,		Charles E. Johnston, of St. Paul,		*C. S. Butler, of Buffalo,	
*J. G. Carpenter, of Wilkesbarre,		John Nicholson, of Minneapolis,		*J. W. Clute, of Schenectady,	
*H. E. Bidwell, of Pittsburg,		E. S. Hill, of St. Cloud,		*Geo. Dakin, of Buffalo,	
*J. V. Stephenson, of Greensburg,		W. H. Elmer, of Winona,		*Robert Thompson, of Rochester,	
*J. B. Kærchar, of Pittsburg,		MISSOURI.		*J. R. Adriance, of Poughkeepsie,	
*E. L. Miller, of Philadelphia,		<i>For Chief Consul.</i>		*A. G. Coleman, of Canandaigua,	
*G. H. Osborne, of Philadelphia,		John S. Rogers, of St. Louis,		*Henry Gallien, Jr., of Albany,	
*C. A. Roberts, of Philadelphia,		E. R. Stettinius, of St. Louis,		*Geo. E. Blackman, of Dunkirk,	
*J. L. Schneider, of Williamsport,		<i>For Two Representatives.</i>		*H. S. Kidder, of Elmira,	
*W. S. Wintersteen, of Bethlehem,		*T. W. Overall, of Kansas City,		William W. Share, of Brooklyn,	
*C. D. Williams, of Philadelphia,		*Geo. C. Oeters, of St. Louis,		Edwin W. Adams, of New York,	
J. Howe Adams, of Philadelphia,		Arthur Young, of St. Louis,		Edward F. Hill, of Peekskill,	
Frank Read, of Philadelphia,		G. L. Henderson, of Kansas City,		Oscar G. Moses, of New York,	
J. C. Harder, of Clearfield,		C. F. Beckers, of St. Louis,		Joshua Reynolds, of Stockport,	
H. B. Nowrell, of Philadelphia,		Geo. W. Boswell, of St. Louis,		Wm. H. DeGraff, of New York,	
J. H. Wright, of Philadelphia,		NEW HAMPSHIRE.		A. B. Baskman, of Brooklyn,	
E. J. Warner, of Norristown,		<i>For Chief Consul.</i>		L. W. Slocum, of Brooklyn,	
Charles E. Haberbash, of Lancaster,		*H. M. Bennett, of Manchester,		Tie of two representatives in this State.	
Chas. M. Miller, of Philadelphia,		<i>For One Representative.</i>		NORTH CAROLINA.	
RHODE ISLAND.		*Goodwin E. Philbrick, of Portsmouth,		<i>For Chief Consul.</i>	
<i>For Chief Consul.</i>		NEW JERSEY.		*James L. Yopp, of Wilmington,	
*Julian A. Chase, of Pawtucket,		<i>For Chief Consul.</i>		OHIO.	
<i>For One Representative.</i>		*E. W. Johnson, of Jersey City,		<i>For Chief Consul.</i>	
*Chas. A. Davol, of Warren,		G. C. Brown, of Elizabeth,		*T. J. Kirkpatrick, of Springfield,	
TENNESSEE.		<i>For Eleven Representatives.</i>		<i>For Eleven Representatives.</i>	
<i>For Chief Consul.</i>		*C. R. Zacharias, of Newark,		*Geo. E. Crane, of Kenton,	
*W. L. Surprise, of Memphis,		*W. G. McCullough, of Trenton,		*W. P. Harmony, of Sidney,	
C. J. Scherer, of Memphis,		*G. H. Cooley, of Plainfield,		*Frank M. Smith, of Portsmouth,	
TEXAS.				*D. B. McMullin, of Dennison,	
<i>For Chief Consul.</i>				*Walter H. Aiken, of College Hill,	
*Wm. A. L. Knox, of Dallas,				*Charles J. Kraz, of Columbus,	
VERMONT.				*Lew V. Snow, of Garrettsville,	
<i>For Chief Consul.</i>				*James R. Dunn, of Massillon,	
*C. G. Ross, of Rutland,				*J. H. Boger, of Findlay,	
J. W. Drown, of Brattleboro,				*Colvin B. Brown, of Cleveland,	
<i>For One Representative.</i>				*F. P. Root, of Cleveland,	
*J. H. Livingston, of Bennington,				J. W. Pero, of Fremont,	
Lewis P. Thayer, of W. Randolph,				Clarence Howland, of Akron,	
				C. H. Griffin, of Ravenna,	
				Geo. R. Whiteman, of Cincinnati,	
				Harry Crumly, of Mount Vernon,	
				L. S. Harman, of Mansfield,	
				J. H. Collister, of Cleveland,	

NEWTON, MASS., April 11, 1886.

MESSRS. W. B. EVERETT & CO.:

GENTLEMEN, — I am very much pleased with my New Singer Straight Steerer. Rode from corner Chester Park to Newton Square in just 24 minutes, with a very strong head wind. This being my first fast ride this season, it speaks very well for the machine. Started for Chestnut Hill in the afternoon, and cleaned out all of the bicycles and teams. At 4:45, started for Corey Hill to see if it was any good at hill climbing, showing the way to about 15 bicycles of all descriptions and, without stopping for a rest, I immediately attempted to get to the top, and succeeded. I rode it down the hill under perfect control, with only the pressure of the thumb on the brake. It is the finest brake I ever saw. Mr. Crocker next tried to ride up, he succeeded in 4.58, he had not been out riding before this season. The surface was not as good as it was at the contest last fall. The reason I was not timed I did not expect to ride to the top when I started.

Yours truly,

E. P. BURNHAM.

CHELSEA, April 16, 1886.

Dear Editor:

We have got that 45-pound Star from James's uncle, and consider it a machine "e pluribus unum." It gets over the ground so fast the tires don't get a chance to get unfixed. This fact alone is sufficient to decide any one in purchasing a machine and a screamer at Stall's, 509 Tremont Street.

Yours,

*H. R. H. PIIETA.

D. Q. PIIETA.

G. W. PIIETA.

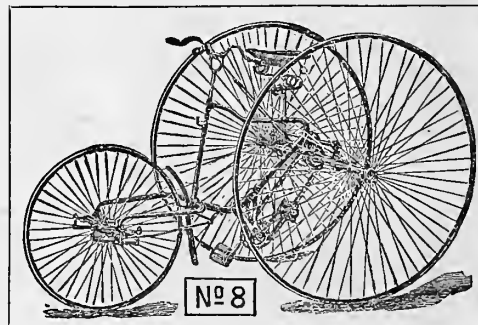
*H. R. H. Piieta is the King of Winnisimmet, and D. Q. Piieta and G. W. Piieta are his brothers.

STANLEY SHOW QUADRANTS FOR 1886

— ARE READY —

FOR IMMEDIATE DELIVERY.

Every attempt to successfully imitate the Quadrant Tricycle has been an utter failure.



Attempted though unsuccessful imitation is convincing proof that the Quadrant still holds the lead.

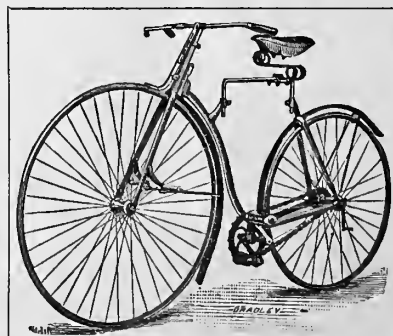
DO NOT MISS THE BEST OF THE RIDING SEASON.

Machines can be seen and delivered at a moment's notice. Don't delay your order.

The New Pattern

ROVER

LEADS ALL SAFETIES



The

ROVERS

Are staunch and as light as is consistent with safety.



J. A. R. UNDERWOOD, Sole Importer, Washington Street, Dorchester, BOSTON, MASS.



Published every Friday

— BY —

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179 Tremont Street, Room 63,

BOSTON, MASS., U. S. A.

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EDITORS.

C. W. FOURDRINIER.

J. S. DEAN.

F. W. WESTON.

All communications should be sent in by Monday morning, and addressed to Editor BICYCLING WORLD, 179 Tremont Street, Boston, Mass.

BOSTON, 30 APRIL, 1886.

THE man who writes to the *Bulletin* asking the League to drop racing and push touring, expresses the opinion of the rank and file.

BOSTON has reduced its rate of taxation. Very good. The enforced economy consequent thereon causes the roads to be neglected. Very bad.

J. S. ROGERS is mentioned as candidate for Racing Board work and honors. A good man we should say. If the present board is not sustained, we presume they will resign, and then there will be more vacancies.

TITNAM echoes the sentiment of all thinking wheelmen when he states that the surplus funds of the League should be used in protecting the rights of wheelmen.

THE road race which is talked of for London, in which every style of bicycle is to be represented with a view to deciding which class of machine is superior, will not, we fear, accomplish that result. We wish it would.

PHILADELPHIA has made a vast stride in the right direction in organizing an association, the object of which is to exert all "honorable influence to advance bicycling particularly, doing everything possible to have the roads improved." Philadelphia shall have the credit of making the first move in the right direction. Now fall into line.

Is the glory and pride of Boston departing from it? Loud have been our boasts in possessing the finest streets in the country for cycling. Alas, the cause for boasting is fast passing away, the streets of the city proper are an abomination. Thank goodness, however, that the spirit of niggard economy which possesses our city fathers, has not yet struck the authorities of the surrounding cities and towns, so we can brag yet of unsurpassed country and suburban roads.

WHILE on the question of streets, we wonder if there is any remedy to prevent the sprinkling (?) contractors from drenching the street surfaces. If our city fathers are so bent on economy, why don't they see that the surface is not ruined by this outrageous *deluging*. It is not *sprinkling*. It injures the roads, it spoils carriages and cycles, and raises the mischief with a man's temper.

WHEN they do anything out West there is no doubt they do it well. Witness the elaborate and careful preparations made by the management of the fifty-mile road race at Clarksville, Mo., last Monday. Exact measurements by engineers were made, and each mile was marked by a stake. The road surface was scraped and made rideable, where in the judgment of the management it was thought necessary. In contrast to this commendable determination to have the course correct, we will turn to the

usual mode of procedure, followed in preparing for a road race in the East. A ride over the course with a cyclometer, a few inquiries from the "oldest inhabitant," and the course is declared to be correct. Surely we can take points from our Western brethren how to prepare for a road race.

JUST as we go to press we learn that Mr. F. J. Kirkpatrick declines to have his name used as a candidate for the Presidency of the L. A. W. This will be a disappointment to the Western members, who felt they had a strong man in the person of Mr. Kirkpatrick.

The Wheelman's Gazette is out. Its editor bristles up at some of our chaff and drives at us with a regular broadside. We are not antagonistic to the L. A. W., far from it, but we have ridiculed the parade and the band. The *Gazette* says the WORLD is on the wrong side of the fence. Maybe, but that is a better place than on it, in which position Ducker and his paper may usually be found.

MR. JOHN HARRINGTON has brought suit for twenty thousand dollars against the Ames Manufacturing Company and attached its property for an infringement of the cradle spring.

C. T. C. Handbook, 1886.

THE C. T. C. handbook of 1886 is out, and a hasty review of same shows it to contain all the points of the last issue on an enlarged scale. It contains the names of over seven hundred places in England and abroad with the names of hotels, consuls and places for repairs. A colored map of England, Scotland, and Wales accompanies the work, the same being divided into districts and numbered. A diary specially adapted to the tourist and riders is added. It is a carefully prepared directory, reference to which by the C. T. C. member will put him in line of getting complete information whenever it is possible. The typographical appearance of the book is fair.

THE whist tournament of the Springfield Bi Club was finished Saturday night, and the winners, Charles S. Fiske and Martin B. Breck, will sport silver-headed canes, the first prizes. They won five games and lost one. Three pairs are tied for the second place and two for the last.

MESSRS. STODDARD, LOVERING & CO., report the sale of Humber tandems as far exceeding their expectations. A large supply has been cabled for.

Foreign Flashes.

H. O. DUNCAN left Montpellier, France, at 6.15 A. M. on Sunday, 4 April, and arrived in Paris. Friday, 9 April, at 7 P. M., a distance of about 500 miles. Mr. Duncan was mounted on a Rudge bicyclette, a safety of the Rover pattern. Duncan missed the road several times, and was troubled with rain, headwinds and hail, as well as mountainous roads made miserable by newly laid stones.

AN English exchange complains because the *Wheeling World* has not received any official information from the N. C. U. as to what men are laboring under the ban of suspicion. It wants to know "if one of the suspends enters for a handicap, and the promoting club, having no official intimation of his suspension, accepts his entry and allows him to run, and the other competitors, who have also received no official information of his suspension, run against him,—what then? Will the Union suspend all who took part in the race? Or what will happen, any way?"

A MR. PARR, an old established cycle maker of Leicester, England, claims to have patented an arrangement which will reduce to a minimum if not altogether abolish the unpleasant vibration of machines constructed on the "Cripper" principle.

WE will do it for one dollar a sign, perhaps. *Wheeling* says the latest thing in advertising is for men to affix the name of the machine they ride in the visitor's books at the various cycling resorts."

The Cyclist disputes the record of Schock 1,009m. 3 laps in seventy-two hours, as being the "long-distance record." That paper admits the seventy-two hour record, but points to G. Waller's magnificent score of 1,404 miles in a week as being the real long-distance record.

USERS of Ardill's Enamel will be glad of the following tip: Select a fine *day* in the operation. Damp air detracts from the brilliant results expected,

FURNIVALL will be as formidable as ever during the coming season. He, with Gatehouse, will try for the Tandem Championship this year. My! what a team!

DeCivry on a "Bicyclette" from scratch, beat Medinger and Dubois, April 11, on ordinary racing bicycles.

A CORRECTION is in order. Last week we stated that D. H. Renton had resigned from the L. A. W. on account of what he considers ill treatment. The facts of the case are that Mr. Renton was expelled for threatening an officer of the L. A. W. in the discharge of his duties.

MR. NATHANIEL P. HEATH, of the Boston Bi-Club, sailed for England last week. It is his intention to be gone for several months.

Humber's Trade Mark.

WHEN the firm of Humber, Marriott & Cooper dissolved partnership, both branches of the firm became entitled by agreement to the use of the word "Humber" in connection with the manufacture of bicycles and tricycles. For some time past each has been advertising their machines as the "Genuine Humber." Recently Humber & Co. made an application for permission to register "Genuine Humber" as their trade mark. This was opposed by Marriott & Cooper. On Friday, 9 April, a hearing was had in the High Court of Justice (Chancery Division), and the application refused by Vice-Chancellor Bacon, on the ground that the use of the word "Genuine," in connection with Humber, was calculated to mislead the public into the belief that the only Genuine Humber cycles were made by Humber & Co., while in fact the Humber of Marriott & Cooper were just as genuine. It is now probable that Humber & Co. will make a new application for the right to register as their trade mark "Beeston Humber."

Fifty Mile Road Record Goes.

PROMPTLY at 10 o'clock last Monday, the following men were started on the great fifty mile road race at Clarksville, Mo.: George E. Weber, Smithville, N. J.; C. E. Kluge, Smithville, N. J.; R. T. Vanhorne, Denver, Col.; S. G. Whittaker, Percy Stone, R. C. C. Gordon, D. R. Davies, A. A. Hart, Henry Oellien and H. H. Morris, St. Louis. Weber, Whittaker had the call in betting, with former slightly the favorite. The distance round the belt road is twenty and three-quarter miles; hence the course had to be traversed twice and a fraction. Whittaker started off very fast, and at the end of two miles had a strong lead; unfortunately he took a severe header, cutting his hand badly. Before he could repair damages and mount, the leaders had passed him. He made a plucky attempt to catch up, when again he came down to mother earth, and so badly bruising knees and shoulder, he was compelled to withdraw. On the first circuit, Weber passed through Clarkville with a strong lead, which he increased to the finish.

For forty miles Stone held second place, despite the repeated efforts of Kluge to take it from him. At that point, however, Stone had to succumb, and Kluge passed to second place and kept it to the finish.

The conditions under which the race was run were favorable on the whole, though a stiff south breeze made part of the route very hard riding. The time for the fifty miles was as follows: Weber, 3 hours 7 minutes, 42½ seconds; Kluge, 3 hours 22 minutes and 34 seconds; Stone, 3 hours 25 minutes and 32½ seconds. The record heretofore was 3 hours 32 minutes and 20½ seconds. The three leaders in the race beat that record,

Weber being nearly a half hour ahead of the record. The entire course was lined with spectators, who came from far and wide. It was a great day for Clarksville.

Good for the L. A. W.

CHIEF CONSUL DUCKER was in town Sunday, and on having the facts of the Waltham outrage placed before him directed Mr. J. S. Dean to take prompt and active steps to ferret out the perpetrators and bring them to justice at the expense of the State Division. Mr. Dean will at once take steps to find out who the roughs are, and if successful the handling they will receive will be as severe as the limit of the law will permit. Even if not caught the action will undoubtedly have a salutary effect. We want to see the League do more of this work, and we believe it will.

Intercepted Letters.

NO. 3. "WILLY" TO "JONNY."

(Sometimes the end justifies the means. The readers of the *WORLD* are asked to consider these letters as cases in point, and not to inquire too closely into our method of obtaining them.)

Wurld offis, mundy.

dere jonny

Dident yu think yud Fixd me nise wen yu cent me bak that jack Easy but it dident work jonny cos my boss the litel un e sed bulli fer yu willy eres anuther sent fer yu an wenever that mister jack easy sends eny letters ere wot cuts up that dere kernel an charley yu jes cend em to jonny evry time i aint goin to ave eny frends of mine cut up in mi papir so i tel yer i aint got eny noos this weak cos ive ben kep 2 bizzzy a fixen thinks hangin cilken porty hares an oarmoloo kandelar-brer an sich an evry da we hav a ole waggin ful of artikels of bigutree an ver-too as mi litel boss calls em cum up ther bac releverator an then al 3 of my bosses gets to fitin to see wool get em I tell yer its livly sum times up ere but pop weston alwes gits em cos ees bigest wich i cald meen my litel boss carnt lik im but e can lik daizy dean if ever yure boss maiks eny munny with is skoole street papir yu jes cend im up ere an ile sho im ow we fits up our sanktums i dont believe yure boss as got a sanktum any ow ave yu red porkupine prig of the pirrenees ime reeding of it now jes got ter ware e karris orf six madins to is lare orl at wunst dont yu think jonny weed beter go ter ther pirrenees.

Willy.

Mr. E. P. Howe Northboro, Mass. has completed a new tricycle to be driven by levers. Not only can it be changed from power to speed while running, but it has an arrangement by which the greatest power is given the rider when the lever is at its highest point, and as it is pushed down the power is decreased but the speed increased.

League Meet Mem.

C. C. DUCKER was in Boston last Saturday and Sunday, perfecting arrangements for the Sixth Annual League Meet. Over \$1,400 has already been subscribed, so the financial problem is settled. Chairman Whitney has arranged the details for the reception of visiting wheelmen, and has selected a very tasty design for badges. The races will be held on Saturday, 29, at the Union Grounds, which will be put in repair. Our advertising columns contain programme. If there are a large number of entries, probably the races will be run in heats. If the League does not sustain the Racing Board, post entries will be received. Suitable medals will be given as prizes. A contest at Corey Hill takes place 10 A. M. of the 27th. In the early morning of the 28th the Boston Club tricycle road race, over a course of fifteen to twenty miles, will be run. Chairman Salkeld has arranged for a concert in Music Hall on the evening of the 27th, and on Friday, the 28th, a minstrel show, by the Jeffries and Oxford clubs will be given in the same place. Chairman Peck has arranged for no end of attractive runs to start from Mechanics Building, on Huntington Avenue. E. W. Pope has arranged for the accommodation of visitors at hotels, and the Vendome has been chosen for headquarters.

A. V. Walburg has laid out the route, which is as follows: Forming on both sides of Commonwealth Avenue, with right of the line resting on Dartmouth Street, proceeding down Commonwealth Avenue to Arlington Street, counter-marching on the west side of Commonwealth Avenue to West Chester Park, Chester Square to Harrison Avenue, to Concord Street, to James Street, to Newton, to Columbus Avenue, Dartmouth Street and by Beacon Street to Longwood, where the wheelmen will be photographed. Returning, the parade will disband at the Mechanic's Building. The parade will move promptly at 10 A. M., and will be divided into four divisions, all under command of the chief marshal, Dr. N. M. Beckwith.

For music, the Salem Cadet Band of twenty pieces has been secured. The band will head the parade in a barge, and will render a concert programme at the races and the banquet. It has not yet been decided where the banquet is to be held. The basement of Mechanic's Building will be used for the storage of wheels, and the art gallery for the general business meeting.

THE New York and New Jersey Road Racing Association have decided to have the first race on Decoration Day over a course in Orange. It is an eight-mile course, and to complete the twenty-five miles of the race must be traversed three times. The trophy, to be given into the custody of the winning club, has been ordered. It is to be of solid silver, and cost \$200.

We are Told

THAT the Chicago Club has a mascot in the shape of an ill-favored canine, which raises its voice in expostulation every time Van Sicklen tries to make a speech.

THAT President Wilkins, of the Owl Bicycle Club of Chicago, has handed in his resignation to the club; cause, lack of time necessary to proper discharge of the duties of the office.

THAT an association in Chicago has adopted the lately discarded name of "Big Four," and will take their initial trip through the splendid valley of the Shenandoah.

THAT "Karl Kron" protects himself from intrusion and bodily harm with a toy cannon, which is trained on the entrance to his den; besides which he has a ferocious bull dog always sitting on his desk. The dog is stuffed, but it has the desired effect on the nerves of sensitive visitors.

THAT Cincinnati wheelmen are jubilant over the fact that their streets are to be paved with granite! Truly, it must take very little to please Cincinnati Wheelmen.

THAT the Binghamton Bicycle Club will hold their fourth annual race meet 5 July. Programme and particulars will be given later.

THAT Mobile, Ala., is to build a race track at Frascati, within easy distance of the city, and reached by the shell road.

THAT Munger has been riding over the twenty-seven miles of trestle and bridge of the Northeastern Railroad, which crosses Lake Pontchartrain, La.

THAT New Orleans has also caught the racing fever, and is to construct a path.

THAT the Racing Board is weakening and looking towards a compromise.

THAT the ladies who are coming to the League Meet with sweet anticipation of riding with "Daisie," will be gray before they realize that pleasure.

THAT Van Sicklen will not race anywhere until the Springfield Meet next fall.

THAT Prince believes a man riding a 54-inch wheel has a vast advantage over a man on a 60-inch.

THAT the Avondales, of Cincinnati, will decide at their first meeting in May as to the advisability of building a club house. Pretty soon the club without a club house of its own will be a curiosity.

THAT the *Sporting and Theatrical Journal* says "a new Racing Board, holding more liberal views, should be appointed."

THAT the professionals are planning a meeting in St. Louis for the formation of an association of their own.

THAT the Illinois division of the League will amend its rules, so that its annual meeting shall not clash with that of the parent body.

THAT E. H. Foote, of Benton, Mo., has invented an anti-header attachment for bicycles, which prevents the forks from going faster than the wheel. We want one of these.

THAT Dan Canary is now astonishing the wild Irishmen of Dublin.

THAT Munger's trip to New Orleans has done more for cycling in that city than any other one thing.

THAT in Dakota the roads are hard, dry, and afford splendid riding winter and summer.

THAT minstrel shows seem to be the correct thing among clubs. The Mavericks, of East Boston announce a black and tan entertainment for 21 May.

GEORGE L. HAYNES, has been appointed Consul for Milton.

THAT the annual banquet of the Springfield Club will be eaten 6 May. Many prominent wheelmen will be guests.

THAT Van Sicklen's having refused to carry on the business of the Chicago Bicycle Track Association, makes it possible that there will be no racing at the ball grounds this summer.

THAT Miss Von Blummen will not be able to race for some time to come, she having been injured by a fall at St. Catherine's, Ont. lately.

THAT the proposed action of the Springfield Club to "circumnavigate" the Racing Board's rule, that no record, except in an open event can be accepted, will have a tendency to make the said Racing Board "sit up."

THAT great efforts are being made to bring about a match between Prince and Schock for a six days' race, and that 10 May will be the date if the match is made, and \$1,000 the stakes.

THAT since the formation of a State

division of the L. A. W. in "little Rhody," cycling has received a fresh impetus in that State.

* * *

THAT Jenkins don't like the way they ran the L. A. W. Meet in Buffalo. He had to pay admission to the races, and could not get any dinner. Hard lines, eh, Fred?

* * *

THAT court plaster, arnica, and "sich" will form a large portion of the New Orleans to Boston tourist's baggage.

* * *

THAT an "Annex" of the Citizen's Club, New York, somewhere near the Park, for the use of the wives, daughters and sweethearts of the members is talked of, as the ladies do not like pavement riding.

* * *

THAT Washington society belles try the tandems and singles during evenings after dark. That they dread the opinion of Mrs. Grundy too much to brave it during daylight.

* * *

THAT the utter indifference of the suspected and expelled men maketh the Racing Board scratch its collective head (so to speak), and think.

* * *

THAT Henry W. Williams, of the Massachusetts Club will ride a Rudge this season.

* * *

THAT *The Wheel* sadly misses the guiding hand of its old editor, Mr. Fred Jenkins.

THE Overman Wheel Company report that, although very heavy shipments of new Victors have been made from the works, they are almost out, owing to the great demand for the '86 model. The first of the '86 Victor bicycles were delivered at half-past ten last Saturday night. To accommodate the anxious riders a special shipment was made by express and the store kept open for the delivery.

THERE was an ambulance call sent out from the Massachusetts Bicycle Club last Monday evening. A member had been trying to read the Italian bicycle poem, published in the *S. W. Gazette*. He was attacked with violent hysteria, and at this date it is feared that his mind is a complete blank.

WE are informed that Gormully & Jeffery, of Chicago, turn out on an average, thirty bicycles a day all ready for the market, and that Chicago claims to have upwards of 10,000 wheelmen within her borders.

WE hear that Hurst, the Essex County fancy rider, has gone to England to give exhibitions; and that Minneapolis is a perfect gold mine for professional bicyclists.

Ye Editors Take a Spin.

THE paper was out, the office boy had received his weekly stipend, but we had not; the paste-pot and the shears had been laid away safely, ready for next week's work, and we paused for breath. "This," said "London W.," "is arid; let us seek consolation and chips in the rural districts. Let us work the press racket on the unsophisticated innkeeper, and fill our empty stomachs free of cost. We will away to the highways and the byways in search of the item. Let us leave our

CARES AND CREDITORS, and pedal our merry wheels to scenes of sylvan peace and quiet." And so it came to pass that we two unworthies (the Chief and L. W.) packed our multums, mounted our cycles, and were away. London W. set the pace on his safety, and the Chief had difficulty in discerning his slim form through the clouds of dust that rolled up from the unwatered surface of the Mill-dam. Faneuil Hotel was reached in due time, and our dusty throats were irrigated at the bar of mine host Balch with two good stiff *soda* lemonades. Raise not your eyebrows, ye Athenian Club man; drop not your left eyelid, ye Commonwealth Club members; that *was* the irrigate, we swear it. With good wheels,

SPLENDID SURFACE under them, and a favorable wind, we sped happily on toward "Watch-town," passing many wheelmen on the road (going the *other* way). Bikers, trikers, and kangaroosters, like ourselves, out for a frolic on the road. Time was too short, and our feet too quick, for we were in Waltham before we knew it, and our wheels stopped before the Central House. "Soda lemonade for two," quoth London W.; and with the refreshing influences of this irrigate we turned our faces towards South Natick, not, however, before we had stopped to pass "the time of day" with the Cycle Club at their snug rooms. There we found a large number of members, but

NO ITEM, and so we turned sadly away. Another irrigation, this time applied outwardly by Jupiter Pluvius, compelled us to seek shelter in a friendly barn, where we had the pleasure and excitement of seeing an unfortunate wight kicked over by a playful equine. J. P. drying up, we sallied forth once more, and so on past the ladies' seminary at Auburndale. Waving adieu to the girls at the window, we put feet on rests and flew down a gentle incline past the camp of some

ITINERANT GYPSIES, and so on through Lower Falls, towards our destination. Jupiter Pluvius again becoming moist, we hastened forward, and in due time reached Bailey's, twenty-two miles from the starting point; actual running time, two hours. After supper, shandygaff, pipes, and a little editorial work, occupied us till bed-time. Sunday morning broke bright and clear; and after breakfast we took to saddle and headed for Boston and business. Many

wheelmen met us on the road, and familiar faces were numerous. Mounting the hill back of the reservoir we met on horseback

MR. A. D. CHANDLER, one of the oldest cyclists in the country. During a pleasant chat, reminiscent of past cycling experiences, we elicited the fact that Mr. C. had not abandoned the use of the wheel, but owned and rode a Rudge Safety. The crest of Chestnut Hill is reached, the gold dome of the Capitol admonishes us that home is nigh; up go our feet on rest, and down to the cyclists' rendezvous at the reservoir. Here we find fifty wheelmen, stanch and true, a few, unfortunately, possessing that *bête noire* of the gently disposed cyclers,

A SCREAMER, and they used it too, a questionable proceeding, when we wish to retain the respect and good will of the *non-cycling* public. Among the crowd we noticed A. G. Collins, F. A. Pratt, Atkins, and others. Bob Neilson scorching as usual and getting up muscle to beat Prince at Lynn next month. The Cambridge Club came down in full force; and we noticed Mr. Amee and mate on a Springfield tandem, the first we had ever seen, a rakish-looking machine, with long wheel base and plenty of room between riders. Some members of the Suffolk Club mourned the absence of their doughty captain. Time pressed, and as we poor scribes had to be at the Athenian Club-house at 1 P. M., we mounted for the final run, leaving the green grass, the blue sky, the nesting robins, and the happy cyclists, to bury ourselves in the city and grind out items of news and interest for the delectation of the readers of No. 26, Vol. XII.

PERCY W. STONE, Cola's brother, is looked on as the coming man in the West. He is yet young, being only eighteen, a mere stripling, still the lad has a record of one-fourth mile, 38s.; one-half mile, 1.20; one mile, 2.49 1-5; two miles, 5.54; three miles, 8.57; five miles, 14.54. Whittaker don't like these performances, for this reason, if the eighteen-year-old has done this, what will twenty years develop?

THE Stone family seem to be cyclers clear through. The father of the great Cola and promising Percy is a rider, and a good rider, at that; he holds a professorship at the Washington University of St. Louis.

THE Western papers seem to take it for granted that Mr. E. C. Hodges, of Boston, is a live candidate for the presidency of the L. A. W. We think they will find they are mistaken. Kirkpatrick

ARRANGEMENTS are made to secure a portion of the Mechanics' Fair Building for the storage of machines during the meet. A better or more convenient place could not be found. W. W. Stall has offered to make all repairs on machines of visitors not requiring "parts," free of charge. The offer will probably be accepted.

The AMERICAN RUDGE

ONE OF OUR SPECIALTIES FOR 1886.

UNIVERSALLY ACKNOWLEDGED TO BE THE BEST LOW-PRICED WHEEL ON THE MARKET.

Bearings. Rudge Unequalled Ball to BOTH wheels, exactly like the Rudge Light Roadster. **Forks.** Elliptical; hollow to front wheel; solid to back; very rigid. **Handle-Bar.** Curved, solid; same shape as fitted to Rudge Light Roadster. **Head.** Long centre Humber; similar to the Andrews patent. **Hubs.** Gun metal, nickelled; well recessed to admit narrow tread. **Tires.** Seven eighths full to front wheel, three fourths to back, of first quality rubber. **Saddle.** Lamplugh & Brown's, or Brooks's, long-distance tension. **Pedals.** Heavily nickelled parallel, fitted with extra strong pins. **Spokes.** Direct; 80 to front wheel, 20 to rear, giving the wheels immense strength.

SEND FOR
1886
CATALOGUE.



SEND FOR
1886
CATALOGUE..

MIDDLETOWN, N. Y., June 11, 1885.
MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Dear Sirs,—American Rudge came to hand all right yesterday. It is a "dandy," stanch and easy running, and my customer is more than pleased with it.

Yours truly, H. C. OGDEN.

ROCHESTER, N. Y., Jan. 8, 1886.
MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gents,—I purchased the first American Rudge which came to Rochester, and after using it two years with the most satisfactory results, I sold it. Then came the question, "what shall I buy?" After examining the different wheels, and with my past experience, I decided the American Rudge was best for my use. For business purposes and general road riding, I am satisfied it has no superior. It combines great strength with easy motion, and the adjustments are very simple.

Yours truly, JAMES H. BROWN.

LEWISBURG, PA., Jan. 8, 1886.
MESSRS. STODDARD, LOVERING & Co., Boston, Mass.

Gents,—My 56-inch American Rudge has proven all that I would wish, having ridden it over 1500 miles on the road. I cheerfully recommend it as a roadster.

Yours truly, C. W. SEAMAN.

LEWISTON, ME., Jan. 11, 1886.
STODDARD, LOVERING & Co., Boston, Mass.

Gents,—I think the American Rudge is the most popular medium-priced bicycle sold in these parts. It takes at sight, which is due to finish and ease of running. I feel as secure on it as I would in a carriage. Those who have ridden it remark, "how easy it goes." "It's a fine one." Those who are talking of getting a bicycle, and wish to get their money's worth, I would advise them to get the American Rudge.

I remain, yours very truly, EDW. E. CUMNER.

A few shopworn and second-hand machines in stock at low prices. Send for list.

SOLE U. S. AGENTS,

STODDARD, LOVERING & CO.

Nos. 152 to 158 Congress St., Boston. Mass.

New York Headquarters, GEO. R. BIDWELL, No. 2 and 4 E. 60th St., N. Y.

GRACEFUL.**STANCH.****RELIABLE.**

THE POPULAR
AMERICAN CHALLENGE BICYCLE

**For 1886.**

The PEER of any HIGH-CLASS MACHINE, and positively the BEST and most DURABLE ROADSTER for the money EVER PLACED upon the MARKET.

PRICE, 52-INCH,

Standard Finish, Parallel Bearings,

\$74.00.**IT HAS**

The G. & J. STRAIGHT, DROPPED, and COW-HORN Handle-Bars, in one piece, with PATENT CLAMP-FASTENING, EBONITE HANDLES

The G. & J. PATENT CLOSED HEAD, conceded to be the best and MOST DURABLE HEAD yet invented.

The G. & J. PATENT PARALLEL BEARINGS, which are held in SPHERICAL CASES, and adjust THEMSELVES AUTOMATICALLY to any bend in the forks.

The G. & J. PATENT BALL BEARINGS, if preferred, at an additional cost of \$12.00. These Bearings are unexcelled in their simplicity, and are DIRECT ACTING in their ADJUSTMENT.

The G. & J. BALL BEARING PEDALS, at an additional cost of \$5.00.

The G. & J. PATENT ADJUSTABLE and RUBBER CAPPED STEP, which prevents slipping and injury to clothing.

The G. & J. PATENT RUBBER CUSHIONS on the Pedals, saving the machine from breaks and jars.

The G. & J. LONG DISTANCE SADDLE with attachment to tighten or loosen the leather at will.

FORKS, HEAD, NECK, BEARINGS, SPOKES, RIMS, and PEDALS MADE OF FORGED and WELDED STEEL, and Spokes are BUTT ENDED.

For further information concerning this excellent Machine, and the largest line of Cycles and Sundries manufactured in the United States, send for new 48-page Catalog, to

CORMULLY & JEFFERY,
 Manufacturers of Bicycles and Sundries,
 222 and 224 NORTH FRANKLIN STREET, CHICAGO, ILL.

N. B.—Gormully & Jeffery make an Extensive Line of Bicycle Bells.

CURRENTE CALAMO

Memories of Waltham.

A wandering wheelman, I,
A thing of shreds and patches,
Of bruises, bangs and scratches,
With rainbows on each eye,

My catalogue is long,
Through ev'ry mis'ry ranging,
And to my bruises changing,
I groan my mournful song,
Oh! Sorrow, s-o-r-r-o-w, s-o-r-r-o-w etc.

PEDALS.

HERE'S a state of things. *The Sporting and Theatrical Journal* says:—"Several amateurs in St. Louis are kicking because they were not included in the list of "suspects."

HERE'S a how-de-do,
Here's a pretty mess,
St. Louis boys objecting,
At Bassett's not suspecting, (*ad lib.*)
Here's a how-de-do, etc.

GET a copy of the Rudge Catalogue before ordering your mount for 1886.

THE Springfield Bicycle Club minstrel troupe had their first full-dress rehearsal last week. The music is said to be new, and the jokes absolutely fresh and bright. The tambos led by F. A. Nickerson, and the bones by C. W. Patterson. Sanford Lawton will be the "sober-faced interlocutor."

A pretty maiden, pink and pert;
A cyclist with a navy shirt;
A wonder if the maid will flirt,
A little exhibition spurt,
A sudden tumble in the dirt! —
An angry maid with spattered skirt —
A shock that could n't help but hurt,
A cyclist with disaster girt!

— *Tid Bits.*

It may not be generally known, but J. Harrington, now visiting this country, is the gentleman who had built in the United States the first bicycle ever seen here. It came high, cost \$350, but then he was bound to have it.

THE "Oregon" loss has been made good, and every member of the C. T. C. should before now have received his full quota of *Monthly Gazettes*.

THE name of Mr. James R. Hogg will probably appear on the list as C. T. C. Representative Councillor of the American Division for the current year. Mr. Hogg is among the foremost of English cyclists, and his personal knowledge of this country and the needs of American riders, should make him exceedingly valuable to the division he will represent.

HARRINGTON'S cradle springs are as familiar to every cyclist as the face of his best girl, and almost as dear. But it is not generally known that Mr. Harrington has been applying the cradle spring principle to chairs and lounges. If however, the curious and lovers of ease will visit the warerooms of the Pope Manufacturing Company, they will be introduced to a seat the comfort of which will be a revelation. The cyclist hereafter will not only bless Harrington for comfort on the road, but thank him for the luxury awaiting him at home.

AN enthusiastic advocate of nickel plate as a finish for wheels holds forth as to its "attractiveness," in the columns of an exchange. It certainly has the faculty of attracting the festive cur. The purp will always single out the "glistening" nickel-plated mount of the "butterfly."

NEILSON will not go to Springfield to train. He will do the best he can on the roads round Boston and at the Reservoir until the Lynn track is opened about 1 May. Robert never looked in finer trim, and he says his looks do not belie his condition.

THE Springfield men think that the Racing Board is cutting the thing pretty fine when they expel a man whose only offence is the receiving of a nine dollar ring for setting the pace for a fellow club member.

A BOSTON daily says: "J. E. Savelle, the popular League consul for Roxbury, has gone into the cycling business, and opened an agency for the sale of Columbia machines." Why, bless your enterprising heart, that bit of news dates back to August, 1885.

MR. GEORGE SINGER returned to Boston last week, and reports a delightful trip through Canada. He enthuses when speaking of the Falls, and seems much impressed with the distances in this *bijou* country of ours.

LET us try it in Boston. "A well-known wheelman in St. Louis, who was walking along the street in his knee-breeches and ice-cream Norfolk jacket, was gayed by a couple of men in a wagon. Now, although he was a just subject for ridicule, he very promptly had them arrested, but upon their begging off, he waived the charge against them of 'using language liable to cause a breach of the peace.' They have been taught a lesson, and wheelmen have been taught their rights." — *Spectator*.

ST. LOUIS exchanges report progress from the several committees in charge of the proposed lantern parade. We learn they have written to Boston "to gain ideas," etc. We understand from another authority that St. Louis Hoodlums are also in communication with their Boston brethren, from whom they hope to get some striking ideas.

HARRY COREY returns from the West happy at the fine prospect of business he reports in that section of the country. He returns East minus the celebrated cane which caused such excitement in Chicago. He says he lost it in Omaha, and supposes some festive cowboy is now sporting it on the plains.

THE Humber tandem is destined to be one of the tandems the coming year. Its immense popularity in England has already foreshadowed its career in this country.

PRINCE writes that he is in good shape for his eastern engagements, and that he rode nineteen miles one hundred yards on an eight-lap track within the hour.

THE *Guardian*, a Southern military paper, deplors the fact, and wonders why cycling does not flourish in the South as well as in the North. The answer is an easy one, we imagine, and it is in the fact that the roads of the South are not generally as good as they are with us. Good, or at least fair, roads are essential to the wide success of cycling.

FROM the St. Louis *Post-Despatch*: When Shakespeare said, "Throw physic to the dogs," he had an eye on the tricycle lying in the womb of the future. There can be no doubt of it, because a lady in the West End has demonstrated it. She is the mother of adult children, and had suffered from insomnia and a burning pain in the head, that finally resulted in a complete collapse. A friend quietly brought a tricycle into the backyard and left it there. The lady, seeing it, was possessed with a desire to learn to ride, and that evening went out on the asphalt and rode a few blocks. Completely captivated with the new notion, she could scarcely wait until the next evening, and when it came rode five or six miles, climbing the Seventeenth Street hill and going up the steep grades with ease. That night she enjoyed the first night's sleep for many months, found that the pain in her head had disappeared, and that not a single pain or ache was left in its place by the gentle exercise of the night. This restoration was brought to her, moreover, while she was dosing herself with the remedies "made and provided." Our readers can please imagine that we have a striking portrait of this victim of before and after.

THE *Bicycling News* reports an amusing incident that occurred at the Wheelmen's Harriers' "Kangaroo hunt." A lounge asked what all the fuss was about, and on being informed that a "Kangaroo hunt" was going to take place, communicated the news to several others, who thereupon waited to see the "kangaroo" let out. As there were several horsemen looking on, they did not doubt the genuineness of the affair.

Steering.

THE gentleman who writes to *The Cyclist* about setting "Rover" bicycle steering-centres forward, so as to make the backbone lean over, is either a non-bicyclist or not so deep a thinker as he imagines. On a "Humber" tricycle the backbone cannot lean over (unless the centres are set forward), because the two driving wheels make the tricycle run on a stable base; but on the "Rover" bicycle the balance of the machine necessitates, as well as causes, the leaning over in turning, so that the centripetal power shall overcome the centrifugal force. The real reason of the "Rover's" peculiar steering is that the great rake of the front fork makes the steering-wheel lean over very much, like the front wheel of a "Cripper," "Quadrant," or other tricycle with a raked front fork, and this

excessive rake has the effect of carrying the line of pivot to a point which, if continued forward, would touch the ground some distance in advance of the point of contact between the wheel and the ground. If the steering-centres were set a trifle more near to the vertical, instead of being set parallel to the fork — so that a line drawn through the centres and continued downward would intercept the point of contact with the ground — the steering would be improved, as it is in the "Extraordinary" bicycle; but there is a small structural difficulty which militates against this arrangement, inasmuch as the setting of the centres more vertically would occasion a difficulty in screwing the long coned centre-pin down, so that the centres would have to be built a trifle further back, away from the steering-post, than they are at present. Another factor in the problem is that the use of the American steering, instead of a Stanley head, increases the tendency of the backbone to push the front wheel out of the straight.



The American Rudge.

THERE is a large class of wheelmen, and would-be cyclists, whose desires for a good wheel far exceed the capacity of their purses.

Until within a couple of years very many have been compelled to put up with a poorly-made machine, or, in their ignorance have been led to buy some second-hand and discarded rattletrap.

We are pleased to say that that day has gone by, for the machine which we have in mind, The American Rudge, is what has long been wanted for this market, viz., a machine which, while low in price, is handsome and well made, and just the thing for those who find it difficult to raise the cash to purchase a more expensive mount, and yet whose desire to own a machine one need not be ashamed of.

The American Rudge is fitted with crescent steel rims, $\frac{7}{8}$ and $\frac{3}{4}$ inch red rubber tires. The hubs are nickelled gun metal,

well recessed and pierced with eighty and twenty No. 11 direct pokes, making the wheel immensely strong and rigid.

The backbone is a round, weldless steel tube, nicely tapered and curved, terminating in a nicely shaped rear fork. The head is of the Humber pattern, with long centres, similar to the well-known Andrews, and is protected by a neat dust shield.

The spring is plain, flat, and broad, and slides at the tail on a small steel plate attached to the backbone.

The handle-bar is solid, gracefully curved, and of good length, and to which is attached a stout double-lever spoon brake.

The front forks have received the makers' special attention, being hollow and elliptical, calculated to stand any strain that will be put upon them.

The bearings are the celebrated Rudge's "Unequaled" balls to both wheels. These bearings are so well known that comment is unnecessary. Plain parallel pedals are fitted, or ball pedals at a slight extra charge.

The machine has a leg guard and a saw step, and is fitted with either Lampugh's and Brown's or Brooks's long-distance saddles, and furnished with tools and oil can.

It is in a great many respects similar to the Rudge Light Roadster, the only points of difference being the wheels where we have gun-metal hubs, direct spokes and crescent felloes instead of tangent spokes and hollow felloes. The handle bar being curved solid instead of hollow.

Having their house in Bradford, which brings them in direct communication with Messrs. Rudge & Co., its American agents are enabled to place large orders and handle this wheel on a very small margin, and it is especially intended to reach that large number of wheelmen who want a first-class article, but who cannot pay a high price.

The great popularity attendant on this wheel during the last three years, and the large number which Messrs. Stoddard, Lovering & Co. have sold, convinces them that the American Rudge has filled a want long felt by the large class of American riders, — viz., a first-class, thorough, reliable, easy-running, and carefully built all-round roadster at a low price; and it can unhesitatingly be said that there is no machine either on the English or American market that can compare with it, either in quality, workmanship, or finish.

In fact many customers have sent unsolicited testimonials saying they prefer the American Rudge to other wheels costing from \$20.00 to \$25.00 more.

Before buying a second-hand wheel it would be well to consider whether it would not be better to add a few more dollars and order a new American Rudge.

Advertisement.

WE are told that the League has offered its support to Gid Haynes in his trouble with the Malden police.

Philadelphia.

THE "Association for the Advancement of Cycling" in this city is an assured fact. The first general mass meeting was held at the new headquarters of the concern on Monday evening, 19 April, and about one hundred riders were on hand and joined.

The new League is to be congratulated, first, upon its representative character; its rolls contain the pledged support of the most prominent cyclers of Philadelphia and vicinity, and it is officered by men from the Philadelphia, Germantown, and Pennsylvania Clubs.

Secondly, congratulations are due upon the wise selection of officers: — President, Eugene M. Aaron; Vice-President, Frank Read; Secretary, Chas. M. Miller; and Treasurer, H. B. Worrall. To those who have kept track of the good work done for the L. A. W. during the past years, every name here will commend itself, and so well satisfied were the members present at the election that in no case was an opposing nomination made.

The nomination of President Aaron — made and seconded by members of another club than his own — resulted in a scene of wild enthusiasm common to tickled cyclers, and later, in response to calls for a "speech," the appearance of a little, scrawny, bleached, and spectacled but self-possessed gentleman was a surprise to some present who, knowing him only by his works, were inclined to look for a broad-shouldered muscular sixty-incher, with a grin like a Gideon. Aaron's popularity, capacity for work, and interest in the welfare of all pertaining to cycling are alike unbounded.

The originators of this move have been particularly happy in the selection of a headquarters, at No. 5 South Merrick street, directly opposite the half mile of new public buildings, and facing directly on the asphaltum paving surrounding same, a better location could not have been secured. It is central, being within a half block of the Pennsylvania Railroad Station at Broad street, and at the same time it is possible to ride direct to the East Park via Filbert and Twenty-Second streets, without dismounting for bad roads. The rooms are being handsomely fitted up under the supervision of the Executive Committee and promise to be a favorite recruiting ground for the League during the summer.

A monstrous, evil-looking thing appeared a few evenings since and disported itself playfully about in front of these new headquarters; much inquiry failed to get any definite information concerning it but it was finally ascertained to be nothing more nor less than the new Philadelphia Safety. So far as it could be seen it appeared to be a cross between a Rover, a Star, a Kangaroo, and a Humber Safety, without being remarkably like either. The machine is the first one and is experimental, but it looks as if it might "travel" and it weighs actually sixty poundswith inch tires, 40-inch driver and

28-inch steerer, and the inventors say that they can safely promise to reduce the weight to forty-five pounds. The steering seemed steadier than either Rover or Star and as the writer has never ridden a Humber he cannot say how that would compare with it. The communication of power to the driver by means of a single chain like the Rover, is simple and direct, but the levers and things up front are a combination worthy of a better cause. The thing is not pretty but a short trial gave positive proof of the speed that can be obtained from it and it certainly seemed that with the immense leverage it should be able to climb almost any hill.

DON CÆSAR.

Officers of the L. A. W. Races.

THE Massachusetts Division Racing Board has selected the following to serve as officials at the League races:—

Referee, Abbot Bassett, Boston. Judges, Dr. N. M. Beckwith, New York; Stephen Terry, Hartford. Umpires, E. W. Sells, St. Louis; C. S. Howard, Boston; Dr. W. G. Kendall, Boston; W. E. Burt, Hartford. Starter, H. E. Ducker, Springfield. Clerk of the Course, A. L. Atkins, Boston. Scorers, D. N. Van Sicklen, Chicago; E. L. Miller, Philadelphia; F. T. Sholes, Cleveland. Timers, E. E. Merrill, G. E. Lathrop, and E. A. Church.

MASSACHUSETTS Div. Racing Board has established two State championships, of one mile and five mile bicycle. The first to be run at the Union Grounds, 29 May. The five mile to be run at some place and date to be fixed. Tricycle championships will probably be established also.

The Mail Vote.

WE have just received the results of the mail vote on the constitutional amendments of the L. A. W., and they are as follows:—

Art. 3, first paragraph,	Yes, 1,512; No, 150.
Art. 3, second "	Yes, 1,539; No, 110.
Art. 4,	Yes, 7,581; No, 68.
Art. 5,	Yes, 1,460; No, 104.

THOSE who have tried the Rudge Crescent Tricycle are loud in their praise of it. It will be heard from later on.

THE Overman Wheel Company will keep open evenings for the present, until the unusual pressure of business, resulting from the long delay, is relieved.

Manhattan Meanderings.

LAST week the Cits held a meeting in their new club house, but as the proceedings were *sub rosa* I have not heard whether any important business was transacted. The new house is not yet finished, but the work is progressing rapidly, and they will be settled by 1 May. The wheel room is some seventy-three feet in depth, about as large as that of the old house, but the Cits expects to ar-

range a sort of shelving around the rooms which will double their storage facilities.

VARIOUS and many have been the rumors anent the New York Bicycle Club. The club captain, Mr. E. J. Schriver, gave it out a few weeks ago that when the membership reached fifty—it was forty-two then—it would build a house. Already \$30,000 had been pledged among the members, and the new house was an assured thing. I dropped around to their narrow-chested club house last evening, and was struck by the stygian darkness and the "To Let" bills that distinguished the place. A tinkle of the door-bell brought a fuzzy head, and a pair of black-clothed shoulders to an upper case-ment. The head and shoulders asked in sharp voice, "Who was there." An indefinite reply that it was "somebody who wanted to see a club member," again started the voice, which said "that the club either had moved, was moving, or was going to move." And "Titti" sadly meandered away.

THE Ixions enjoy themselves quietly at their cosy club-house. It now has fifty members, and has the enlargement fever very badly. Its clubhouse is one of two buildings, each about thirteen feet front. Their genial landlady, who is much interested in the welfare of the boys, has offered them the second building, and they are thinking of connecting the two by a series of large arches in the walls,—a delightful project, which I hope will be carried out. This club will hold its annual Decoration Day fifty-mile club road race, on Monday, 31 May. It will probably be held at Orange, whence a smooth sixteen-mile course could be laid out, necessitating three circuits, and odd to complete the full distance. The old course is dangerous, slow, and very unpleasant riding.

THE club is laboring under a great affliction, and sorrow darkens the hearts of members. Mrs. Baldy (the white rat) recently presented the club with six little white ratlets, but alas they pined and died, and now each member of the club is called on to drop a tear on the head of the bereaved mater.

As you probably noted in the last bulletin we, that is the State Division, are rapidly becoming rich. A thousand or odd dollars is not to be sneered at. Whether the same judgment and energy will be shown in its expenditure as in its accumulation remains to be seen. We have a road book committee, appointed last September, but as yet the results of their efforts have proved *nil*. I think that too much importance has been attached to the department, and I imagine they will find they have bitten off more than they can swallow. The division could erect directing signboards; it might have a sly at the Central Park Commissioners, and it ought to place its

wealth at the disposal of members whose rights are assailed as wheelmen, and in consequence require protection in courts of law.

MESSRS. GULICK, Pratt and Terry, the rights and privilege committee, passed a resolution to give no information, and the result of the last vote will not be known until his highness, President Beckwith proclaims in the *Bulletin*. A member of the committee informed me that considerable scratching was done, and that a veritable surprise party may be expected.

THE K. C. W. announces its annual hurrah and race meet for 19 June, at the Brooklyn Athletic Club Grounds. The committee cast the optic of desire on a half-mile trotting track several miles outside of Brooklyn, but the palm of impetuosity stayed the spur of ambition, and the owl of possible loss and failure leered at them, so they gave up the idea. How's that, Mr. Editor?

(*Jam Satis*. Editor.)

ONE night last week as the moon peeped over the trees of Central Park it beheld four and twenty brave men and fair maidens, mounted on singles and tandems, starting out on a short journey up Riverside Drive. Mr. Frank Pool, C. T. C. Consul had called a ladies' moonlight run, hence the array of bravery and beauty. Some of the ladies practised on the "give and take" surface of the city wheelroom, so as to be ready for the "real ride." "The affair was a success." Copyright applied for. TITNAM.

Jack Easy's Letter.

No. 9. — *Some errors. The Wheel World and Faed. Papa Weston has not given up riding. Has no such intention. The Tandem versus Sociable question at last. Some writers' methods. Tandem adulation. The advantages claimed. All freely admitted. But shown to become defects when applied to a machine which ladies use. Jar and vibration. A physiological consideration. Position of riders. Pleasant prolonged conversation impossible. A contingency of preferable fore and aft seats. Riding for pleasure and losing it. Further argument postponed for a week; during which Jack suggests an experiment.*

"To err is human," so I have somewhere read and every-day experience enforces the truth of the statement. To err in judgment is something to which the wisest of us must often plead guilty, even if we allege extenuating circumstances, but to err in a statement of fact, though, perhaps, too common in this land of freedom, is oftentimes a more serious affair. Therefore, when I find in my last number of that most excellent of English magazines, the *Wheel World*, and over the everywhere known and respected signature of "Faed," the statement that Frank Weston has given up riding," my faith in the infallibility of English magazines in general, and of "Faed," in

particular, receives a severe shock. Most of my rides this season, if not all of them, have been in Frank Weston's company. I was with him at the annual meeting of the Tricycle Division of the Boston Club, and at the never-to-be-forgotten moonlight run which followed it; while no longer ago than yesterday a morning run on a Victor tricycle and an afternoon spin on a Yale bicycle, afford me the concluding and conclusive proofs of the inaccuracy of Faed's statement. When any old rider secedes from the wheeling ranks, the effect must be more or less harmful to the cycling interest, but "Faed" may take my word for it that Frank Weston has done nothing of the kind; and I can't believe that he intends to, so long as decent roads, a good wheel, and ability to propel it, are left to him.

Reading my *Wheel World* a little further, I find that perhaps I have taken "Faed's" remarks a little too seriously, for the pith of the paragraph seems to lie in a series of allusions to the Tandem *v.* Sociable question, the jocularly of which would be more appreciable if they only had a solid stratum of fact for a foundation. But I have noticed before now the tendency of those who would decry the Sociable to avail themselves of the shafts of ridicule, careless as to whether they hit any mark, so that they have the pleasure of discharging them. Now those who look for a similar line of argument (save the mark) on my part are doomed to disappointment, with those who, knowing my preferences, expect a wordy war in which Jack Easy is to take a prominent part. All that I care to do is to advance a few facts and opinions which bear on the matter, and which may have been hitherto overlooked. If my brief remarks should be deemed worthy of insertion in the *WORLD*, and should convert even one pair of tandemites from the error of their ways I shall be content.

I think it was in '84 that the first expressions of tandem adulation made their appearance in these columns. Since then, from time to time, a great array of evidence has been presented, a review of which however, winnows down the advantages claimed for the tandem to the following four principal features: (1). Less weight. (2). Less width. (3). Less wind resistance. (4). Greater speed. One writer adds to these the advantage of central gear, but sociables can now be had with central gear when required. Another writer refers to the superior convenience of the tandem for sidewalk riding, but then he is of New Jersey. Other writers refer to various other qualifications, but they are all of individual convenience, so that really the four advantages mentioned above are all that the most rabid tandemites have so far claimed on any broad and general grounds. *I freely admit the entire list*, and were I writing for the sterner sex alone, the printer's ink account could, as far as I am concerned, be closed at once.

But the very fact that the presence and assistance of ladies so materially enhances our cycling enjoyments, makes it the more necessary, that we on whose judgment and mechanical knowledge the fairer sex may be supposed to place some reliance should be more than careful that our advice when asked should be well considered before it is given, and that whether by advice or example, our theories and our practices may permanently sustain the interest which we seek to awake in our sisters, our daughters, and our wives. Because that I fear tandem riding is not calculated to do so is my reason for this part of my letter.

No one enjoys a good, brisk, and not too short "scorch" on a Tandem more than I do, but I want a strong man, and at least as fast a one, for a companion. If my companion is a lady, I confess to the feeling that all the advantages claimed — and which I have admitted — for the Tandem, become positive defects. The first item of "less weight," desirable as it is when speed is the main consideration, brings with it such greatly increased jar and vibration, that although to me, an old and hardened rider, it is nothing, to my more delicate companion it must surely be something that detracts from her enjoyment, and possibly — nay, certainly, if long enough continued, it will prove greatly fatiguing, and, physiologically considered, harmful. The next items of "less width" and "less wind resistance," still admirable from the "scorching" point of view, are with a lady rider, purchased at too great a cost; for although, on any fair road, the fact that your track fits nothing is not particularly important, the position of the riders, which the narrow gauge enforces, is hard to endure by those who have been in the habit of riding any really first-class modern Sociable. Pleasant conversation may not be the only concomitant of riding in company, but there are times when it constitutes one of its chiefest enjoyments. Perhaps, if the Tandem becomes really popular, we may make *de riguer* a fore and aft arrangement of chairs in our drawing-rooms and parlors, under which special training pleasant conversations on a Tandem may become practicable.

Of course there are companions with whom I might prefer the fore and aft arrangement of saddles, and, for such, a tandem in one's stable might be handy; but I think as a rule we ride with those whose society and conversation we enjoy. A vehicle which gives me the first, but cramps my opportunities for the second, deprives me of such a large proportion of the enjoyment of riding double, that even were there no other objection to the type, this one alone would, to me, be insuperable. For I ride because of the pleasure it gives me. I admire, on proper occasions, the mysterious structure of a lady's back hair, but it has no interest for me when on a tricycle. The mellifluous tones of my companion's voice may be distractingly sweet, but when, in order that I may hear them, she

has to turn her head around to such an extent that dislocation of the thyroid axis seems imminent, my sympathies and my fears are so aroused that my enjoyment flies away, — I fear, instead of seek, to provoke conversation; my answers and remarks become monosyllabic, those of my companion follow suit, and as an inevitable result, the conversational charms which might otherwise have graced that ride, are lost forever.

But my limit of space is reached, and I must defer till next week my further remarks on this topic. Those who have inclination are thus afforded time, six clear days, during which, if they can procure a first-class sociable, they can prove for themselves the truth, or otherwise, of what I have so far said. I advise the experiment. JACK EASY.

"Dan Canary."

At a famous West End place,
Where men walk and sometimes race,
With a quaint and modest grace
Of speaking chary;
There, in spite of those who said
He would fall upon his head
On one wheel he nimbly speed,
Did Dan Canary.

Finding that his risky style
In this country had struck ile,
He to Bristol went awhile,
The scene to vary.
Yet with earnest-looking face,
On his cap there shone gilt lace,
One still came to view the place,
Where rode Canary.

Amid cyclist's bright array
On the first the opening day,
From the crowd a little way,
Sat Miss St. Clarey.
Who with face and features rare,
With her shining golden hair,
And a rapt, distracted air,
Looked at Canary.

Then she turned and quickly cried
To the wheel! Ean at her side,
Who for her had often sighed,
The little fairy.
"Dolly, dear! oh, hear me now,
I'll love you no more, I vow,
Till you ride as well, I trow,
As Dan Canary."

Though he often tried to ride,
And a cart-wheel he'd bestride,
He fell off on either side,
He did declare, he
In the end the girl would win,
And he muttered, "Darn my skin,"
Whilst with hideous, ghastly grin,
He cursed Canary.

Proudly, then, he said, "I'll ride."
I may mention that he lied,
For he broke his neck and died,
For Miss St. Clarey.
Those who do not want to die
Take my tip and do not try,
Riding on one wheel to vie
With Dan Canary.

THE WELSHER.
in Wheeling.

CORRESPONDENCE

[This department is open to communications relating to bicycling; the editor disclaiming all responsibility for opinions expressed, and reserving the right to reject such, or such portions, as in his judgment are improper, by reason of gratuitous advertising or objectionable phraseology.]

Ducker for President.

Editor Bicycling World:—As nominations for President of the League appear in order, I present H. E. Ducker as the man who can poll more votes than any one named.

W. G. KENDALL.

The Weight of Tricycles.

Editor Bicycling World:—In your last issue your Philadelphia correspondent gives the weights of various tricycles by which it appears that the Quadrant Roadster weighs eighty-three pounds. I would like to say that the Quadrant shipped to Mr. Gideon, and the one in question, is of the heaviest pattern. All the Quadrants do not weigh so much. There are several weights of Quadrants built, to suit different classes of riders. I have Quadrants as light as any reliable roadster tricycle. I desire to make this statement, as the article in question, would indicate that the Quadrants were not as light as has been represented, Yours respectfully,

J. A. R. UNDERWOOD.

The New York Club Defended.

Editor Bicycling World:—Through your always welcome columns I learn that the *American Wheelman* has been indulging in a fling at the New York Club, and for once regret that I never see the paper in question, as I thus don't know just how much spite was expressed in the article. Our club is so purely an amateur association, that we have not a single member who in any way makes a dollar out of cycling, not only being wanting in makers' amateurs but even in dealers and editors; so that we doubtless lose a good deal of "puffing" on this account that we might otherwise have; but still I cannot see why a certain element in cycling journalism should pursue us so relentlessly with nasty remarks, when, according to the writer's views, we are so harmlessly decrepit. One compensation for such annoyances is the pleasure of having our friends speak for us as kindly as you have done in noticing the attack; and, that you may not feel yourselves without warrant in the ground you have taken, I assure you that we have not been asleep, even in the immediate past, and therefore need no awakening. We were among the pioneers for 1886, who were represented on the road when the bells rang in the new year, and since then thirty-five days have found some of our members out. Only sixteen of us have put in any work yet for 1886, but those have managed to count up 2,032 miles to date, which, for a city,

about all of whose members are in active business, we don't think so bad when the nature of our local roads is considered. In fact, for the past two seasons the New York Club has been more active in riding than ever before, and, to its own members at least, fully as useful as in the days when we took the lead in organizing the League. Whether our usefulness of late has extended to the rest of the cycling world is, of course, a matter of opinion; but we try to fulfil our duties according to our lights. We will be heard from at the Meet, and will try not to come in last when the Decoration Day road race takes place. For this event we are unfortunately handicapped, as our two best men, Haydock and Chapman, are both suffering from matrimony; the former being now a confirmed Benedict, while the execution of the latter is fixed for a day so close to the date of the race, that he is hardly likely to appear. The man on whom, next to these two, we had most relied to pull up the team, (Jimenis) has lately been so ill that he will have to be counted out also; but in spite of all these drawbacks we will put in a team, if we have to use some of the old fellows, like Adams and ex-captain Whiting of the Cincinnati Club, who now ride in our ranks. While I am about it, this seems too good an opportunity to miss for "working a free ad." for new members. To be sure, the *WORLD* is published two hundred miles away, but yours is more of a home organ for some of us than others that go to press right in the city; and I am quite inclined to think that the men we want are likely to be reached through your medium as in any other way. So please give me a prominent place in which to announce that the New York Club is about to move to 302 W. 58th street: a three-story basement house, where we can tumble right in from the sidewalk to a room with capacity for forty or fifty wheels. On the first floor will be a very pleasant parlor; on the second, bath and locker rooms, and above that our janitor's quarters. We have never hunted anxiously for recruits, and don't intend to begin now, but we want more members of the right sort, to whom at present we will charge \$15 admission fees and \$24 dues. When they are once in our fold, they can be happy in the consciousness that they belong to the oldest club in the League, one that, I think I may say, has a good record; and one that exists solely to give its members every convenience and comfort in riding, with incidental good fellowship, but with no striving after extraneous ends. Trusting that this is not a communication for which you will feel obliged to charge me regular rates per line.

Yours very truly,

EDWARD J. SCHRIVER.

NEW YORK, 29 April, 1886.

Price of Bicycles.

Editor Bicycling World:—In your editorial remarks at the end of my letter in the *BICYCLING WORLD* of 5 March,

you express the opinion that a plain, substantial bicycle, with 36 and 24-inch wheels, for adults, cannot be made and sold for \$50. Are you quite sure of that?

The 38-inch Ideal bicycle for youths is sold for \$35. Now, a little more weight of steel would not cost much. Suppose, instead of a 16-inch, a 24-inch back wheel was put on the 38-inch Ideal, the large wheel strengthened a little, a $\frac{1}{2}$ -inch tire put on each wheel, and the head, neck, cranks, pedals, and spring were strengthened too, with some simple arrangement added for lengthening the reach to about thirty-three inches without increasing the height of the saddle. Could not that be done for \$15, and the modified machine be sold for \$50, a plain, painted, strong, durable, serviceable machine?

In the *S. W. Gazette* of last month, it is stated that a Springfield firm proposes "to manufacture a plain finish wheel, not to exceed \$50 retail." * * They propose to build and market a good, substantial, strong, and durable wheel, which will meet the demands of the riding public, and be within reach of all who may like to ride either for business or pleasure."

Does not this support my views as to the possible price of a plain but strong and durable machine? Moreover, the machine I propose is not a large one, but small and handy.

J. JAQUES.

SALT LAKE CITY, UTAH, 5 April, 1886.

[The new staff do not feel like tackling this subject. — ED.]

Will Some One Oblige?

Editor Bicycling World:—Intending to be present at the L. A. W. Meet in Boston next month, and intending to ride home, I thought I would write to you asking that you give me, through correspondents' column of your next issue, a few points; such as the names of individuals who could post me thoroughly on the best roads, or if such a route as I propose is practical or not.

Route proposed is as follows, the towns named being objective points on account of friends residing there, viz: Boston to Hatfield, thence to Pittsfield, to Albany, and down the Hudson, stopping at towns on the route. From Albany I may ride to Little Falls (if good wheeling) and return.

Could I get the names of consuls or obliging wheelmen along the way who could and would post me, I would be greatly indebted to you for them. I do not know which is preferable wheeling, the east or west bank of the Hudson. The Four, last year, took the east bank.

Yours truly,

F. C. STOKES.

MOORESTOWN, N. J., 13 April, 1886.

Rox Objects.

Editor Bicycling World:—Every Boston wheelman will look forward to the League meet this year with more than usual interest. More especially will this

be true of those who were in the swim five years ago when the League first came to this city. Many will be the greetings between old friends, memories of whom have commenced to dim since then. Pleasant meetings and cordial greetings will bring to our minds former cycling pleasures, taking us back to the earliest days of cycling. There will, however, be one great drawback to the pleasures of the meet to me. On one of the days we must form in line and at the bugle's blast ride, in solemn procession, through our beautiful streets to a park where a lunch will be served in 8x6x4 paper bags. The thousand cycles will roll as noiselessly as one, and the progress of the line will be enlivened only by Stall's "screamers," the brassy notes of a band, and the jeering comments of the gamin. Every one near the head of the column at the Chicago meet knows the exhilarating effect of the uncertain notes of the joggling musicians. It will be remembered that the band preceded the chief marshal and staff, with the Boston club at the right of the line. After stealing around the sides of wretchedly paved streets we came to the beautiful boulevards of South Park. Then the band had a chance, and an impromptu hare and hounds hunt ensued. The band was the hare and the staff the hounds. Off they went at a lively pace, and the chief marshal, whipping up his staff followed, a good second. Had the rest of the column pursued their erratic lead the tail end of the procession would have had to break record to have kept up. The captain of Boston Club kept his steady gait and allowed the band and chief marshal and staff to continue their merry race. Soon the band wagon horses lost their wind and came down to a slow and stately walk. The staff bumped into the rear of the wagon. Gradually the procession caught up, and then, with a "go ahead," the band and staff were off for a second brush. This charming experience was repeated a dozen times during the course of the parade, and yet the cycling papers alluded to the "remarkably steady pace set by the chief marshal and staff."

Are we to repeat this farce here in Boston? I hope not, but we surely will if we attempt to monkey with a band in a wagon or on horse-back. A horse's walk is too slow for a parade, while a trot is too fast and is apt to make the music (?) slightly irregular. Why must we parade at all? There is not a club over five years old that wants it, individuals don't want it, cycling here doesn't need it, the public like it only to ridicule. The grim determination in the face of each man is enough to make everyone say "how hard they work, I thought cycling was easy." Brother wheelmen, let us abandon the parade. If parade there must be, then place Mr. Ducker with his badges and band in a triumphal furniture wagon and let him have a grand review all by himself. But, seriously, let us spend the time in taking quiet runs, or noisy ones, if you prefer, into our beautiful suburbs.

There are many pretty, quiet lanes and by-roads that are much more suited to the quiet tread of the cycle than city streets. Let us show our visitors the real and rare beauties that we enjoy alone, and I will guarantee that when the meet is ended there will be a general acknowledgment that this plan is more conducive to pleasure than the parade.

The wheel no longer needs advertising as it did in the earlier days. It has come to stay as a genuine health giver, as a rest for weary eyes and aching brows, an adjuster of nervous forces and withal a useful and graceful means of locomotion.

Let the ruddy rays of the setting sun be our golden badge, the silvery sheen of quiet brooks our nickel plating, and our music the sighing of summer winds through the branches of the swaying pines.

ROX.

Woodstock Races.

THE third annual meeting of the Woodstock Amateur Athletic Association will take place at Woodstock, Ont., 24 and 25 May. The following is the programme:—

PROGRAMME OF RACES.

First Day — Monday, 24 May, 1886.

1. — *One-Mile Bicycle, Novice Race.* — Open to C. W. A. First prize, gold medal; second prize, gold plated chain.

2. — *One Mile Bicycle, Professional.* — Championship of Canada, \$50 and gold medal added by Association. Sweepstakes, \$10 entrance. \$5 payable 1 May, \$5 18 May, when entries close.

4. — *Five-Mile Bicycle, Amateur.* — First prize, gold stop watch; second prize, diamond scarf pin.

5. — *Half-Mile Bicycle, without hands, Amateur.* — First prize, silver watch; second prize, silk umbrella.

7. — *Five-Mile Bicycle, Professional.* — Open to all. First prize, \$100 cash; second prize, \$40 cash; third prize, \$20 cash.

8. — *One-Mile Tricycle, Amateur.* — Open to all. First prize, gold filled watch; second prize, pearl opera glass.

10. — *One-Mile Bicycle, Amateur.* — Open to all. First prize, diamond ring; second prize, gold chain.

Entries close on 18 May. Entrance fee for professional races, \$1. To all amateur races, fifty cents. All entries to be addressed to D. A. White, secretary W. A. A., Woodstock, Ont, entrance fee to accompany same in all cases. Post entries, fifty cents extra.

The order of races is subject to change at the discretion of the Sports Committee.

NOTE. — If proamateurs are not reinstated by 18 May, the Sports Committee will arrange races with satisfactory prizes for them.

Second Day, Tuesday, 25 May, 1886.

1. — *Two Mile Bicycle, open to C. W. A. Members.* — 3.20 class road machines. First prize, silver tilting pitcher; second prize, cyclometer.

3. — *Five Mile Bicycle Amateur.* — Professional championship, gold medal.

4. — *Two Mile Bicycle, Professional.* — Sweepstakes — \$5.00 entrance; \$25.00 added by Association; seventy-five per cent to first, twenty-five per cent to second.

6. — *Three Mile Bicycle Lap Race, Amateur.* — Open to all amateurs. First prize, silver stop watch; second prize, gold sleeve links.

10. — *Two Mile Bicycle, Amateur.* — Open to riders in County of Oxford, S. Woodroffe Cup.

11. — *One Mile Bicycle, Consolation, Amateur.* First prize, bronze clock; second prize, silver cup.

All bicycle races run under C. W. A. rules, which are the same as the L. A. W. racing rules.

PHOTOGRAPHIC

Correspondence, points, and suggestions from the Cyclist's point of view will be received and appreciated by the Editor and the readers of the WORLD.

Fog, Cause, etc.

(Continued.)

Green Fog. — This is by no means so common an error as it was a year or two ago; it was always caused by error in manufacture, but the more perfect knowledge of the process, and the better appliances at their command, has enabled manufacturers to almost entirely do away this defect. It generally shows in the shadows. It never appears with ferrous oxalate development, except when the chemicals are impure.

A slight amount of green fog does not interfere with the printing qualities of the negative.

Capt. Abney says that green fog can be cured by bleaching the negative in a solution of furic bromide oxalate, or chloride, and afterward using the ferrous oxalate developer.

Red Fog appears as a deep precipitate of red matter in the shadows, but this is seldom heard of now.

At first it may appear difficult to distinguish chemical fog from light fog, but it can easily be found out by developing an unexposed plate without any light whatever, and fixing the same, only admitting even red light when the plate has been in the hypo sufficiently long to have removed every trace of silver. If the plate has darkened, the fog is chemical fog, which has been caused by some error of the manufacturer.

If a well-restrained developer is used we shall probably have very little trouble with chemical fog. Should it be though wise to do so, the amount used may be greater than that which we have given. What we have to guard against most is

Light Fog. — This is caused by one of three things. First, a leakage in the camera or dark slide; secondly, a slightly actinic or unsafe light in the dark room; and thirdly, over exposure.

It is suspected that the light is due

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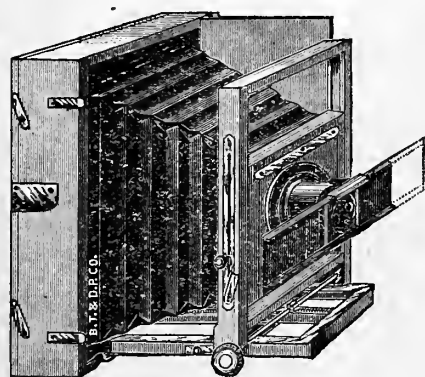


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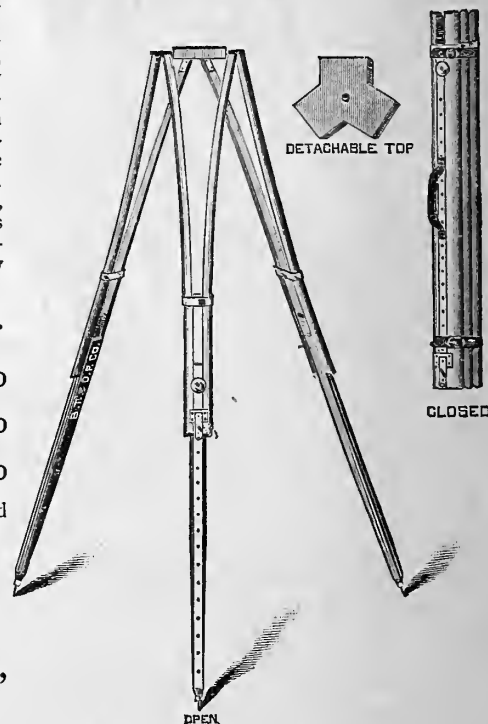
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to a leakage in the camera, take it into strong sunlight, remove the focussing screen, put the cloth over the head, so as to exclude all light, and then carefully look for the slightest defect which could admit light. Light in the dark slide can be known by the fog being in streaks or blot-like spots.

[Concluded.]

In two or three weeks we propose giving a description of a small inexpensive studio for amateurs; we think it will prove of interest and value.

A correspondent asks if we have ever had experience in the use of changing boxes? Can some of our readers help him out?

If negatives become stained by silver in printing, place them in a weak solution of *Cyanide of potassium*, and rub gently with a piece of cotton wool, then wash well and dry with blotting paper.

A CARD.

We wish to thank our friends and customers for their patience in waiting for our Humber Tandems, and we are pleased to say that we have received a full supply, and can now ship orders promptly.

Regretting the delay, which has been unavoidable, we remain, yours very truly,

STODDARD, LOVERING & CO.

WHEEL CLUB DOINGS

Secretaries and others will greatly oblige us by sending items of club news, gossip, reports of elections, etc., which should reach the editor not later than Monday morning.

WHERE is the old-time energy and push that used to make the Boston clubs the first to do anything showing the spirit of *esprit de corps*? Here is the Springfield Club planking down \$100 hard cash for the expenses of the meet next month, and as yet not a "peep" from Boston men. Wake up, gentlemen of the Boston and Massachusetts Clubs.

The Suffolk Club will ride to Downer Landing next Sunday, leaving club room at 9 15 A. M. At the monthly meeting to be held Monday, 3 May, ten new members will be voted upon.

The Omaha Wheel Club met at Milton Rogers & Sons, on Monday evening, for the annual election of officers: Mr. Warren Rogers was elected president; Charles M. Woodman, secretary; Perry Bodollet, treasurer, and Jno. G. Hitchcock, captain. These four officers and Mr. Frank Clark, constitute the board of managers. The club starts out in a very flourishing condition this spring with several new members and an enthusiastic feeling prevailing.

At the annual election of officers of the Peoria Bicycle Club, the following officers were elected: President, Charles W. Freeman; captain, Charles F. Vail; secretary, Fred Wolcott; treasurer, George Bush, Jr.

ANNUAL election of the Moline Wheelment 16 April: President, W. E. McCrea; vice-president, L. C. Arp; secretary and treasurer, E. H. Sleight; captain, G. D. Dunn; lieutenant, C. J. Dunn.

THE Leominster Bicycle Club will occupy a pleasant suit of rooms, which will give them more than double the accommodation of their present quarters. It is proposed to increase the limit of membership to fifty, and they are well on the way toward that number, thirty being their present membership.

THE Terre Haute Bicycle Club met 20 April, and elected officers as follows: President, N. Smith; secretary and treasurer, A. Hulman; captain, F. Probst; lieutenant, G. Lucas; bugler, H. Hulman. The club now has a membership of thirty-five, all of whom are good riders. A. Hulman is our best man. He makes a mile in 3.12 on a track that resembles a cornfield. We also have a "kid" who makes a mile in 3.40. The boys are making preparations for a team race to be held 26 May.

FIXTURES

Secretaries of clubs and race meetings will please send as early as possible the dates decided upon for runs, races, meets, and entertainments.

MAY.

- 1 SATURDAY. — Brockton Bi. Club, to Cobb's, Sharon.
- 2 SUNDAY. — Somerville Cycle Club run to So. Natick, Bailey's Hotel. Wheelmen invited.
- 8 SATURDAY. — Brooklyn Bi. Club to Fort Hamilton. Assemble Boulevard entrance, 4.15 P. M.
- 9 SUNDAY. — Somerville Cycle Club, run to Lowell. Wheelmen invited.
- 10 MONDAY. — Springfield Bi. Club minstrel show.
- 15 SATURDAY. — Brooklyn Bi. Club moonlight run, Staten Island. Assemble South Ferry, 3.50 P. M.
- 16 SUNDAY. — Somerville Cycle Club, run to Brockton. Cyclers invited. Brockton Bicycle Club, to Taunton.
- 21 FRIDAY. — Maverick Wheel Club, So. Boston minstrel show.
- 22 SATURDAY. — Brooklyn Bi. Club, two-mile road championship race over Boulevard course, 5 P. M.
- 23 SUNDAY. — Somerville Cycle Club, run to Lynn. All wheelmen invited.
- 24 MONDAY. — Commencement for two day's meet, Woodstock, Ont., A. A. A.
- 27 THURSDAY. — Boston Club's exhibition of bicycle tricycles and accessories, opens in Mechanics Fair Building, at noon. L. A. W. Meet. Hill-climbing contest, Corey Hill.
- 28 FRIDAY. — Boston Club's cycle show, second day, opens at 10 A. M. L. A. W. Meet. Brooklyn Bi. Club, trip to Boston via Fall River, 5 P. M.
- 29 SATURDAY. — Boston Club's cycle show, third day opens at 10 A. M. League parade. League races, Union Grounds, 3 P. M.
- 31 MONDAY. — Lynn Cycle Club opens its new track. First Prince-Neilson race. Fourth and last day of Boston Club exhibition in Mechanics Fair Building. League of Essex County Wheelmen. Annual meet at Lynn. Ixion Bi. Club 50-mile road race, Orange, N. J. New York and New Jersey R. R. Asso. team race, Orange, N. J.

JUNE.

- 5 SATURDAY. — Brooklyn Bi. Club, "Around the Block" club room, 4 P. M.
- 12 SATURDAY. — Brooklyn Bi. Club to Roslyn, L. I. Flatbush Depot, 4.22 P. M.
- 13 SUNDAY. — Brockton Bicycle Club to Quincy Point.
- 19 SATURDAY. — King's County Wheelmen annual race meet, Brooklyn, N. Y. Brooklyn Bi. Club, moonlight to Brighton Beach, club room 7 P. M.
- 21 MONDAY. — Brooklyn Bi. Club annual dinner.
- 27 SUNDAY. — Brockton Bicycle Club to Massapoag House.

JULY.

- 1 THURSDAY. — C. W. A. meeting, Montreal, three days.
- 3 SATURDAY. — Suffolk Wheel Club, three days' tour commences, along the North Shore.
- 5 MONDAY. — L. A. W. tour from Rochester, to end at Harpers Ferry, on 16 July. Binghamton Bi. Club, fourth annual meet.
- 9 FRIDAY. — Indiana wheelmen tour from Rushville, Ind., to Indianapolis, six days.
- 11 SUNDAY. — Brocktons to Nantasket.
- 25 SUNDAY. Brocktons to Natick.

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APPLICATIONS FOR MEMBERSHIP. — Unless protest is received within ten days from date of this publication, each of the following applicants are considered provisionally elected: D. W. Colbath, 152 Newbury street, Boston, Mass.; W. H. Minot, 424 Washington street, Boston, Mass.; Dr. W. D. Ball, 674½ Tremont street, Boston, Mass.; J. H. H. Watson, 1 Bartlett street, Roxbury, Mass.; A. E. Preyer, 4 East 60th street, New York, N. Y.; H. W. De Courtenay, 64 Pearl street, Boston, Mass.

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FOR SALE OR EXCHANGE

[Advertisements inserted under this head, not exceeding four lines, nonpareil, for fifty cents.]

FOR SALE — A Club Tandem in good condition; new last June; price \$200. Address TANDEM, BICYCLING WORLD Office.

FOR SALE. — Rover Safety in first-class condition. This machine was imported for a sample to order by and to test. It has been ridden but a few times. My new lot of Rovers having arrived, I will sell this machine cheap. J. A. R. UNDERWOOD, Agent for Rover Safety Bicycles, Washington street, Dorchester, Mass.

FOR SALE. — British Challenge, 50-inch, never been used; nickel and enamel; everything complete; price \$90. Address Box 5319, Boston, Mass.

BARGAINS. — One 56-inch three-quarter nickel British Challenge, in good order, \$70; one 54-inch Rudge Light Roadster, \$85; and several other bicycles and tricycles. FRED P. EDMANS, Troy, N. Y.

WANTED. — Every wheelman who is not a subscriber to the BICYCLING WORLD to become one.

BICYCLES AND TRICYCLES. — 125 shop-worn and second-hand wheels now on exhibition. Stock constantly changing; no price list; correspondence and inspection invited; open Saturday evenings. BUTMAN & CO., Scollay Square, Oriental Building.

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FOR SALE CHEAP. — A nearly new Spalding's nickel-plated 54-inch bicycle. For further particulars, call or address A. G. SPALDING BROS., Chicago, Ill., or, WM. C. DANIELS, Naperville, Ill.

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LEAGUE RACES.

The following races will be held under the auspices of the L. A. W., at

Boston, 29 May, 1886,

AT 3 P. M., ON THE

Union Grounds, Dartmouth Street.

EVENTS.

- 1 Mile Amateur Bicycle. — League National Championship.
- 1 Mile Amateur Tricycle. — League National Championship.
- 1 Mile Amateur Bicycle. — Mass. State Championship. (Entries Limited to Massachusetts Riders.)
- 1 Amateur Bicycle. — Novice.
- 1 Mile Amateur Bicycle. — Handicap.
- 1 Mile Bicycle. — Invitation Race.
- 3 Mile Bicycle. — Invitation Race.

Entries made to Abbot Bassett, 22 School Street, Boston. Entrance fee \$1.00. No fee for invitation races. Entries close 17 May.

Admission to the Races, 50 cents.

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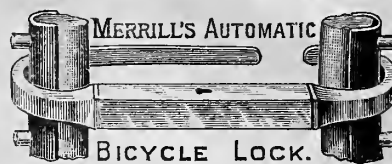
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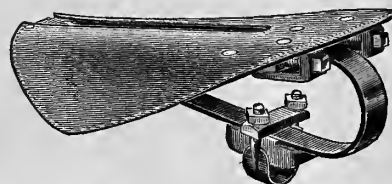


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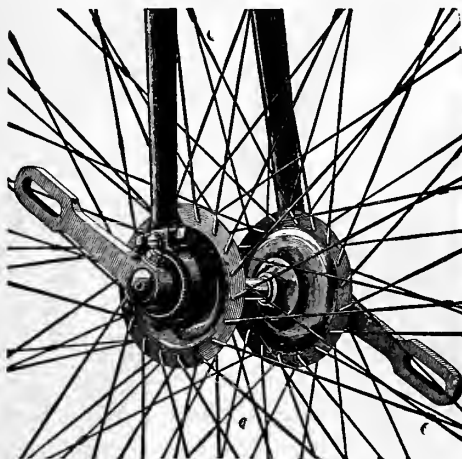
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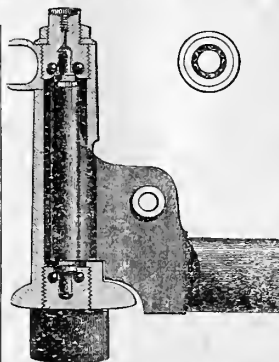
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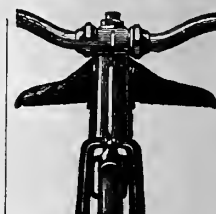
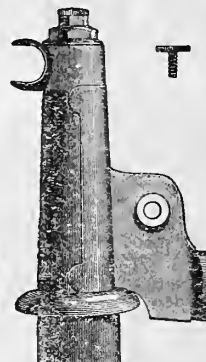
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Opinion of Henry Sturme, THE authority in England. From last Cyclist.

Ever since the introduction of the india-rubber tire, it has proved itself, like many other things, not altogether an unmixed blessing, for the difficulty to keep it on has ever been a great one, and many and various have been the devices adopted by ingenious makers to make its fastening to the rim secure. A year ago at the Speedwell Exhibition a rim and tire had just been patented, and our opinion asked upon it. This rim was an ordinary crescent steel felloe, with the edges turned in so as to fit into a couple of longitudinal grooves cut in the rubber tire, and thus without the aid of cement holding the rubber firmly in its place. We at once spotted the idea as a good thing.

As will be seen by the sketch, the tires are held firm in the rims without the use of cement, and are, therefore, cleaner in application than a cemented tire.

Not caring to speak of such an important matter without testing the idea practically, we have ridden it in town riding, and the tires appear if anything more firmly seated than ever, despite the fact that our last experiment with them was to run our steering wheel in the tram grooves, and repeatedly twist it out again suddenly, a proof which satisfies us that the invention is a success. As we have said, the tires have not yet come out with us; when they do, — if they do, — we will let our readers know. — **HENRY STURMEY**, in the "Cyclist," April 14, 1886.

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My views as to the merits of the new Trigwell Ball Bearing Head, are pretty fully expressed in the *C. T. C. Gazette* for October last, to which you are at full liberty to make reference. The eulogium then bestowed I cannot but confirm by the light of more recent experience. To put it briefly, I consider the Trigwell Ball Bearing Head to be the most valid of all the modern-day improvements, and I would not be without it for twice its cost.

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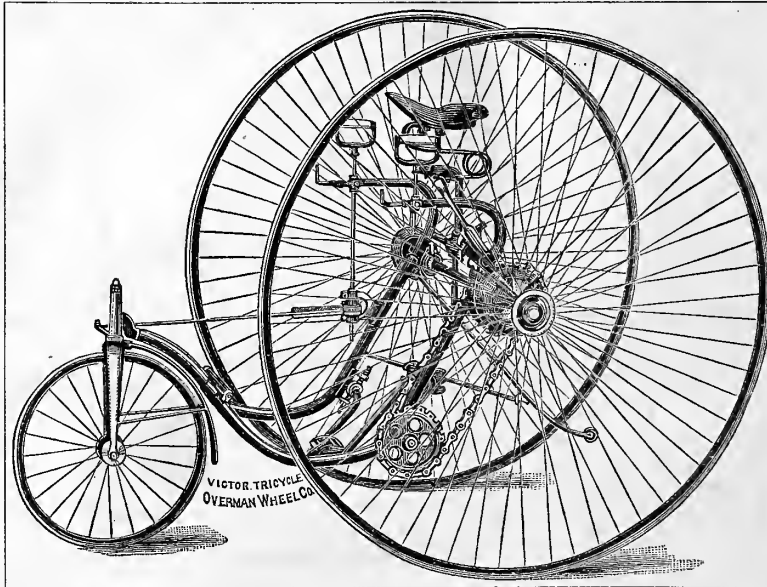
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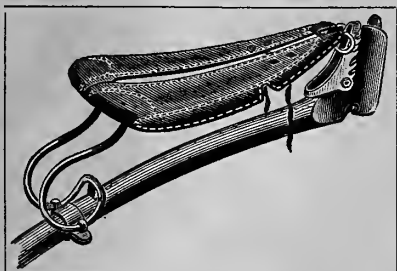
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